NOVEMBER 1959

Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

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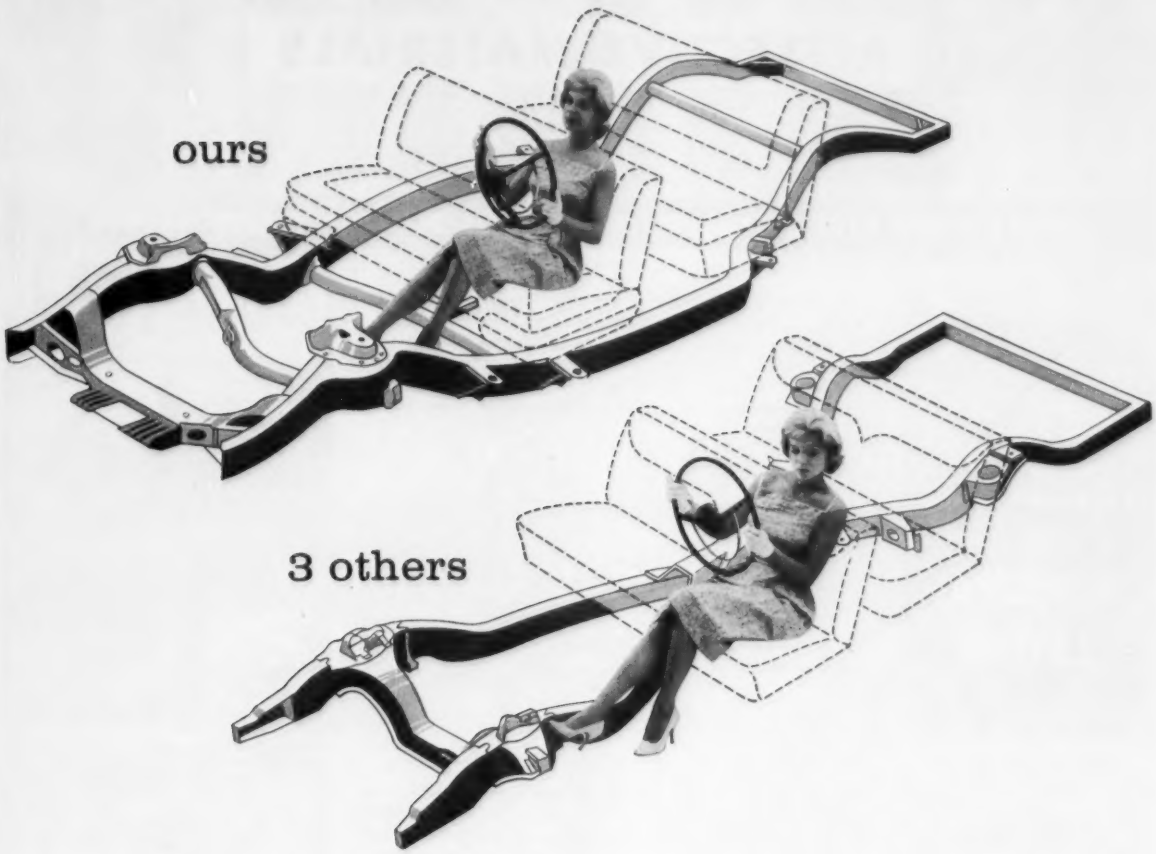

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* * *

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* * *

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* * *

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* * *

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THE SAFETY LIBRARY

By Lois Zearing, Librarian, NSC

Accidents

Case Studies of Traffic Accidents. *Traffic Digest and Review*, August, 1959, p. 20-27.

(Condensation of a special report prepared for the U. S. Bureau of Public Roads on the first 12 months of the three year pilot project on investigation of accidents being conducted by Northwestern University.)

Full Cost of Road Accidents is Studied. *Cook County Highways*. July, 1959, p. 3 and 6.

(Illinois State Division of Highways starts study to determine all costs of highway accidents.)

Late Effects of Traffic Accidents. *Journal of the American Medical Association*. August 29, 1959, p. 120/2224. (Foreign Letters.)

Manual for the Application of Statistical Techniques for Use in Accident Control. Dunlap and Associates, Inc., June, 1958, 67 pp. Office of Technical Services, Washington 25, D. C.

(Describes a new system which shows safety men, who are not mathematicians, and statisticians, a fast, accurate analytical method they can use in their accident prevention programs. Separate section devoted to highways.)

White Shoulder Stripes Cut Accidents in State. *Chicago Traffic Safety Review*, July, 1959, p. 4.

Alcohol

Hazards Added by Drunken Drivers. Editorial. *The Christian Century*, August 5, 1959, p. 895.

Automobiles

How Automobile Exhaust Gases Burn: An Approach to Air Pollution Control. Bernard Greifer and Raymond Friedman. *Industrial and Engineering Chemistry*, August, 1959, p. 953-956.

Commercial Vehicles

LP Gas Vehicle Incidents. *Firemen*, August, 1959, p. 28-31. 56-57.

(Tank truck accidents on highway.)

Propane Tanker Explodes, Killing 11 Persons. *Fire Engineering*, August, 1959, p. 688 and 797.

A Rigid Vehicle Maintenance Program Helps Keep Trucks in Road-Ready Condition. *The National Provisioner*, August 15, 1959, p. 23-24, 28.

Drivers and Driving

Truck Driver Training: A Manual for Driver-Trainers. Edited by Neill Dormstadter, 1959, 104 pp. Department of Safety, American Trucking Association, Washington 6, D. C. $3.50.

Engineering

Methods of Evaluating Traffic Situations. Fletcher N. Platt. *International Road Safety and Traffic Review*. Summer, 1959, p. 11-16, 18-20. (Part III—Operations Analysis of Traffic Safety.)

(A brief discussion of the techniques of operations analysis method and scientific method.)

Grade Crossing

Why Grade Crossings Are Safer. *Railway Age*, August 10, 1959.

Highways

Baltimore's New Plan for Winter Highway Maintenance. G. V. Walters. *Street Engineering*, August, 1959, p. 26-28, 31.

(Reviewing snow and ice control methods and results under the city's revised plan for the 1958-59 winter and data from earlier winters.)

Grade Separation of Pedestrian and Vehicular Traffic in Town Centres. Wm. O. Backhouse. *International Road Safety and Traffic Review*. Summer 1959, p. 5-8, 10.

(This article points out how various sections of the community can be designed to meet the needs of the people safely, economically, and conveniently.)

Highway Statistics, 1957. U. S. Bureau of Public Roads, 1959, 200p., Superintend-

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PATENTED, NEW!

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Traffic Safety

Volume 55 Number 5 NOVEMBER 1959

A NATIONAL SAFETY COUNCIL PUBLICATION

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TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

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BETWEEN STOPS

WITH safety—as with everything else—it's easier to blame the other guy than to do something yourself. For instance, how often do drivers blast off at the auto makers, the police, the traffic engineers—the other guys! Yet, what does the man behind the wheel do to protect himself?

Let's take seat belts for example. Here there is irrefutable evidence that the belts save lives and prevent injuries. Still their acceptance by private motorists, while growing, is small. Why? It's easier to blame the other guy than spend a little time and a few bucks for protection.

Happily, there is some evidence that the seat belt apathy is fading. A recent NSC survey of member firms (see page 32) shows that the nation's fleets are warming up to the use of belts.

AUGUST TOLL HELD TO '58 LEVEL

by H. Gene Miller

MOTOR-VEHICLE deaths in August were practically unchanged from last year's total of 3,450. This was the first month this year that deaths have not been higher than in the corresponding month of last year.

During the first seven months of 1959, increases ranged up to 7 per cent in May and 8 per cent in March. The average increase during these months was 5 per cent. With the August total unchanged, the eight month increase over last year has been reduced to about 4 per cent. The total for the first eight months of 1959 was 23,810 compared with 22,940 for the same months of 1958.

Disabling injuries during the first eight months of the year are estimated at about 800,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total millions more.

The unchanged death total in August was accomplished despite indications of further increases in travel. During the entire eight months when deaths were up 4 per cent, travel was up 6 per cent to produce a mileage death rate of 5.1 (deaths per 100,000,000 vehicle miles). This was the lowest death rate on record for eight months, and compares with 5.2 for the same months of last year.

H. Gene Miller is director of the National Safety Council's research and statistics department.

Earlier this year, an analysis was presented on the similarities between travel, death rates, and deaths during and immediately after the three postwar recessions — 1949, 1954, 1958 (August TRAFFIC SAFETY). The analysis pointed out that on the basis of travel predictions for 1959 and the indicated trend that the death rate would take if it followed the pattern of the two previous recessions, deaths in 1959 could approach the all-time high near 40,000. The analysis concluded that the only way of avoiding the 40,000 mark was to take steps that would change the death rate pattern from that which had occurred in the two earlier recession periods. (Following both the 1949 and 1954 recessions, the death rates increased slightly.)

Pattern Changing

So far in 1959, the travel curve is following the earlier projections very closely. The death rate started the year lower (extending the decrease from last year) and then rose to the point where it was unchanged from last year. Based on the trend of the earlier recessions, the death rate would have moved above the rate for last year starting in July, and it would have stayed above last year's rate for the rest of the year.

But the death rate pattern has been changed. July's rate was the same as last year's—not higher, and the rate for August seems to be down (current figures are preliminary). If this represents a true change in trend, and not just a chance variation in the original trend, the death total for the year would be materially lower than the earlier projection of nearly 40,000.

The earlier projection was based on a mileage death rate for the year .1 point higher than last year. The rate is now .1 point lower than last year. Every .1 point decrease saves 700 lives.

In August, states showing increases outnumbered those with decreases 25 to 21. Two showed no change.

For eight months 13 states showed decreases while 35 had increases.

Of the 691 reporting cities in August, 118 had decreases in deaths, 441 reported no change and 132 showed increases. For eight months, 251 cities had decreases, 185 no change and 255 increases.

In August, 506 of the reporting cities had perfect records. Of these, the three largest were: Rochester, N. Y. (345,600), Syracuse, N. Y. (214,300), and Salt Lake City, Utah (192,200).

For eight months 206 of the cities still had perfect records. Of these the three largest were: Racine, Wis. (81,700), Evanston, Ill. (76,200) and Terre Haute, Ind. (72,900).

The leading cities in each population group at the end of eight months,

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Leading at the End of August

States

Maine	—25%
Alaska	—22%
Louisiana	—21%
Minnesota	—19%
Idaho	—15%
South Dakota	—13%
Massachusetts	— 4%
Utah	— 3%
Florida	— 2%
Oklahoma	— 2%
Illinois	— 1%
Ohio	— 1%
Wisconsin	— 1%

Cities

Rochester, N. Y.	—69%	Wichita, Kan.	—22%	Syracuse, N. Y.	—11%
Norfolk, Va.	—47%	Columbus, Ohio	—21%	Philadelphia, Pa.	—10%
Akron, Ohio	—34%	Providence, R. I.	—17%	Flint, Mich.	—10%
St. Paul, Minn.	—33%	San Diego, Calif.	—16%	Dayton, Ohio	— 7%
Pittsburgh, Pa.	—31%	Baltimore, Md.	—15%	Louisville, Ky.	— 6%
Jacksonville, Fla.	—31%	Long Beach, Calif.	—14%	Los Angeles, Calif.	— 3%
Minneapolis, Minn.	—29%	Dallas, Tex.	—13%	Boston, Mass.	— 3%
Seattle, Wash.	—26%	New Orleans, La.	—12%	Miami, Fla.	— 3%
Toledo, Ohio	—25%	Richmond, Va.	—12%	Cleveland, Ohio	— 2%
Buffalo, N. Y.	—23%	Oklahoma City, Okla.	—11%	Chicago, Ill.	— 1%

Today's Traffic

LOOKING AHEAD

Boomerang!

Patrolmen have discovered that a "safety" can of gasoline in the trunk of a car equipped with two-way radio is a likely set-up for a blast. In the first recorded accident of this type, a patrolman took hold of the hand mike and started to report. A spark from the transmitter set off fumes from the can. Several similar cases have been reported.

Awards for record low

Michigan's 1958 record—its lowest motor vehicle death rate in 25 years—has brought the state a total of 41 awards, six at the state level and 35 to 24 cities and communities. Fifteen awards came from the National Safety Council, six from the International Association of Chiefs of Police, and 20 from the American Automobile Association.

Calls for horse sense

In Wartrace, Tenn., home of famed Tennessee walking horses, even the traffic signs strike a horsey note. The familiar octagonal sign says "Whoa!" instead of "Stop."

They learn the hard way

Realistic is the word for the California Highway Patrol's emergency driver training. Officers work out on a two-mile, black-top driving range on which speeds exceeding 100 m.p.h. may be attained. A small section of road adjacent to the main track is coated with oil and water for practice in skid control. Special safety precautions include safety helmets, seat belts and shoulder harnesses and roll bars.

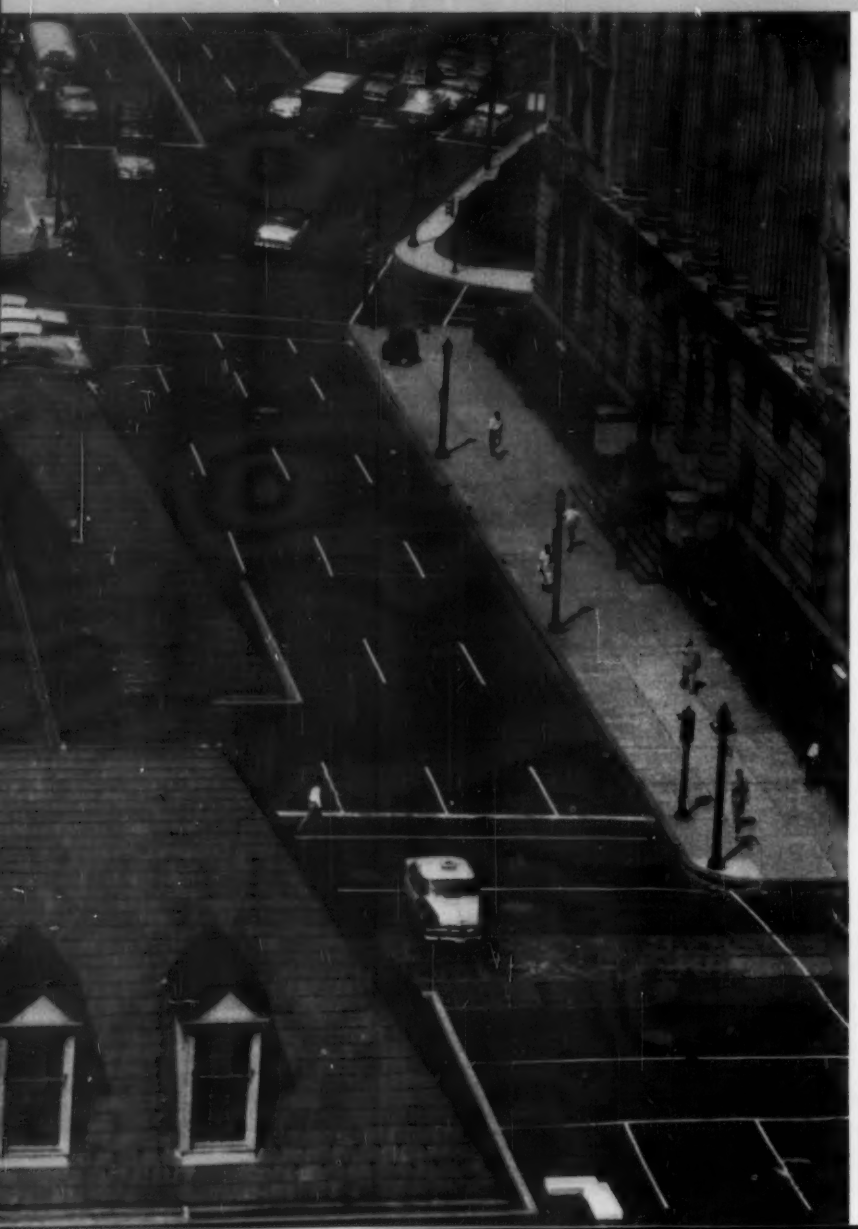
"Stick-on-itis" hits British

English drivers are going all-out for assorted window stickers and gadgets such as dangling skeletons, tigers and dogs. Alarmed, the British Safety Council is contemplating making available to sufferers of this "stick-on-itis" a bumper strip reading: "Keep clear—I am an idiot."

Sign of the times

Catholic children in France may soon find a new question added to their catechism. It is: "Can an automobilist commit a grave sin?" The answer is: "Yes, when he kills himself or kills somebody through imprudence, speed excess, or disobedience of the highway code."

Breakthrough in Baltimore



Historic city cuts red tape and politics, loosens purse strings to cope with today's traffic.

By Charles M. Upham, Jr.

JUST a few years ago Baltimore's reputation as a traffic bottleneck extended from Maine to Florida. Anyone who had to drive between those two states—or even from Glen Burnie, Md., 10 miles south of Baltimore, to Aberdeen, 25 miles north—was faced with the almost impossible task of getting through. "Survivors" told of the congestion, trucks, roadblocks, lack of signing and downright "cussedness" of the ordeal. Their stories usually concluded with a statement to this effect: "No matter where we were going, after we once got through the 'Baltimore blockade' the worst was over!"

Since 1953, however, when the then mayor, Thomas D'Alesandro, Jr., felt the taxpayers would be willing to support a bold movement to improve Baltimore's traffic, all of this has changed. The mayor and Board of Estimates hired Henry A. Barnes as director of traffic for the city. Prior to Barnes' agreeing to come to Baltimore from Denver, where he had already gained national recognition in the field, Mayor D'Alesandro and Barnes conferred about what could be done generally to improve traffic and just how far the city administration would go in backing up the traffic director.

The mayor agreed that an adequate budget would be provided. Barnes would not be given a free hand at the outset and then be hamstrung later by a lack of funds to carry out his plans. Another important agreement was that salaries would be established which could make the technical positions, to be opened, attractive to the best qualified personnel. The third assurance by the mayor was a guarantee of absolutely no political interference.

A New Idea

It was truly a unique arrangement. No one had ever had a completely free hand before. It was also believed that without this dramatic foundation little could be done that would be any better than the numerous previous attempts to lick the traffic problem. Along with the abilities of the engineers who would be retained to assist Barnes, the promise of no political interference would permit the execution of many improvements which otherwise might have taken years to inaugurate.

On July 14, 1953, the new director of traffic took office and commenced organizing a department, which was authorized by ordinance of the mayor and city council. A former traffic commission—consisting of three city department heads, the president of the city council, and one layman—was abolished. The new department of traffic engineering absorbed 77 employes who had worked for the traffic commission and for the police department before that, and the search for technical personnel began. The commission, in the year preceding establishment of the department, administered a budget of $360,000, for a city of nearly a million people, and, while not responsible for traffic outside the city limits, served a metropolitan population of approximately 500,000 more. The 1959 budget of our department is $1,758,413, with an employe complement of 234. During one of the intervening years, the budget was in excess of $2,000,000. It can be said that Mayor D'Alesandro lived up to his agreement by seeing that sufficient funds were provided to carry out countless traffic projects.

Mayor Leads Way

Since the mayor set the precedent and actually made no demands for "political signal lights" or the hiring of favored personnel, politicians of lesser rank took their cue from him. This does not mean that the department ignored the representatives of the people, who see that the desires of their constituents are known to government officials. The department felt it was only proper to work closely with these representatives.

When a complaint is received by a councilman or any other elected official and presented to the department, an immediate investigation is made, and, if justified, steps consistent with good traffic engineering practices are taken. On the other hand, if the complaint is not justified, a full explanation of why no action would or should be taken is given to the councilman so that he can forward intelligent reports to his constituents. This system is effective in two respects. First, inefficiencies of the city's traffic system are brought to our attention which otherwise might not be found for some time. Second, the public relations value is immense. Both the councilman and the people are shown that their problems are getting attention and studies are being made of their complaints.

A few councilmen, in the beginning, felt the department should obtain their approval before any traffic actions were taken in their districts. They were told that we just could not operate this way. Since there were other districts with immediate needs, it was explained, our efforts would have to be directed toward the districts which were anxious for improvements. As soon as the voters noticed the progress in the other districts, they became extremely inquisitive. Shortly thereafter, the elected representatives of those "neglected" areas decided the department was fully qualified to do its work without delay, and routine activities were resumed.

We are seldom asked locally what has been done with the more than $10,000,000 spent by the department in the past six years, because the results are obvious and speak for themselves. But it should be noted that the largest single item has been the installation of a citywide master control traffic signal system, which, when completed, will have cost about $4,500,000. Signalwise, Baltimore is divided into eight areas. There are nine master controllers, one for each area and one spare which can be cut into any other area in the event of a master controller failure, simply by the turning of a switch. As a part of this program, 612 intersections were either newly signalized or rebuilt to modern specifications and at 80 intersections we replaced old controllers with new electronic controllers so the intersection could operate in the master system. Many of the traffic signals installed were replacements for controllers which had become obsolete during the last 25 years. Most of these signals would have been rebuilt whether or not a master control system had been decided upon.

A Progress Report

During the past six years, the department installed 209,096 traffic signs. One hundred and thirty-two tons of aluminum and steel were used in the fabrication of these signs. They were not all new installations, many were replacements of old signs. More than 25,000 investigations or surveys have been made. Signal studies have been completed for 918 intersections. A portion of our school safety program was the installation of permanent crosswalks at 2,416 intersections.

The department has introduced into the city council 1,668 traffic ordinances, and 38,672 work orders have been issued. As a part of the signalization program, 2,573,500 feet of traffic signal interconnect cable has been purchased and most of it installed. One thousand twenty-nine modern electronic signal controllers have been

Charles Upham is deputy commissioner for traffic, department of transit and traffic, City of Baltimore.

purchased and most of them installed. Also, as a part of this system, 552 radar detectors are in operation and 3,413 poles are, or soon will be, supporting 4,186 traffic signal heads.

In June, 1957, an ordinance was passed changing the office of the director of traffic to the department of transit and traffic. The responsibilities of the former traffic engineering department were broadened by adding a transit division. The mayor appointed Henry Barnes commissioner of transit and traffic for a six-year term. Barnes named William F. Zorzi deputy commissioner in charge of transit, and employed assisting personnel.

In two years the transit division has studied the mass transportation needs of the Baltimore metropolitan area and, in three major reports, urged rerouting and consolidation of all local transit routes, creation of a regional transportation authority to form an integrated network of express lines to speed commuters between downtown and suburbia and analyzed rapid transit possibilities.

This ambitious program to improve transit received immediate, widespread support. More than 50 per cent of the sweeping recommendations for conversions and consolidations already have been carried out, in record time, with the cooperation of the Baltimore Transit Co. and the Public Service Commission of Maryland.

The transit division also launched an extensive transit lane program which has broken all national records in this field of transit aid. Both bus running times and other traffic have been speeded up from 20 to 50 per cent in the transit lane areas on one-way arteries, according to before-and-after studies. Baltimore is far ahead of other cities, with the longest and the greatest number of exclusive bus lanes in operation. A total of 72 blocks of curb lanes has been turned over to transit riders during the morning and evening rush hours.

The traffic division consists of four bureaus: planning and surveys, special services, signal engineering, and construction and maintenance. Investigations, including those for the signalization of an intersection, are conducted by the traffic investigation section of the planning and surveys bureau. If, as a result of the investigation, a signal is to be installed, all the data are forwarded to the signal engineering bureau, which determines the type of controller, does the engineering drawings, and compiles specifications for the installation. The construction and maintenance bureau then makes the installation. This system has been found to be most satisfactory since the department has positive control over the whole process from beginning to end. It is also possible to shift crews from one job to another in case of an emergency installation, without concern for a bill for extras or lost time. Within the planning and surveys bureau is the traffic planning section. This section's responsibility is the design and redesign of intersections, highway planning, expressway planning, liaison with the city planning commission, bureau of highways and other agencies.

ELECTRONIC CONTROLLER lends modern touch to venerable street.

Here's the Set-up

The construction and maintenance bureau, in addition to installing and maintaining traffic signals, is charged with the responsibility of the paint and permanent plastic marking programs and all traffic sign work. All work by this bureau is done through orders issued by one of the other bureaus or the transit division and signed by the commissioner or the deputy commissioner of traffic. Also within the construction and maintenance bureau is the communication system, which consists of three base stations and 75 mobile radio units operated within the department of transit and traffic. The radio dispatcher is located in the main headquarters building of the department of transit and traffic, and the system operates on a 24-hour schedule. Other city departments have mobile units on the department's frequency and our dispatcher serves them, too. The construction and maintenance

bureau has two shops, one in the eastern end of the city, which is made up entirely of the electrical division and houses all of this type of construction and maintenance equipment and personnel. The other, closer to the center of the city, houses the traffic signs and markings division. All signs are fabricated in this shop and the paint, sign and parking meter crews work out of this location.

The special services bureau is the "catch-all" bureau of the department. Any duty that does not logically fit one of the other bureaus is assigned to it. Among these duties are: truck routing and attendant problems; school safety; freight and passenger loading zones; administration; blueprinting, photography and reproduction, and city council liaison. The principal responsibility of the assistant commissioner in charge is working with the trucking industry.

And a Storm Center

The main headquarters office consists of the two top floors of a downtown office building. The commissioner, deputy commissioners and assistant commissioners, with the exception of the construction and maintenance bureau head, operate from here, as do the communication center and the emergency storm center.

The emergency storm center was established as a result of several snow storms and hurricanes which paralyzed traffic in the city. It consists of a large hexagon-shaped desk in a soundproofed room, the walls of which are lined with emergency plans, maps showing snow salting and sanding routes, locater maps and a large scale lucite covered map of the city upon which emergency conditions can be registered with wax pencil and erased when cleared up.

The city is divided into areas and drivers in radio-equipped vehicles report to previously assigned stations upon the activating of the storm center. At the same time, high-ranking representatives of the fire department, police department, bureau of highways, transit company, and the department of transit and traffic report to the emergency center and man their positions. Each place has a radio receiver tuned to his department's or company's frequency. Field reports from department of transit and traffic radio cars come directly to this nerve center, and each representative of the department or company responsible for action contacts his headquarters through a private telephone line provided for that purpose; or if he receives a message which calls for action by one of the other agencies, the information is handed to the man who can take immediate action.

Prior to the emergency center there were numerous occasions when such joint action among the various organizations was needed. As offices were separated, much time was lost in arranging a meeting even to discuss a plan of action. This has been eliminated, as only responsible persons with authority to make decisions are assigned to the emergency center. It certainly has proved its worth many times over.

Vehicle registration in the Baltimore metropolitan area has been increasing at the rate of 5 per cent per year. Studies have shown that a great number of suburban residents work in the City of Baltimore, and a recent origin and destination study indicates that more than half the motorists (if not destined to the center of Baltimore City) travel through the center to get to the other side.

The total vehicle registration for the area increased from 392,145 vehicles in 1953 to more than 524,053 in 1958. This represents a 33⅓ per cent gain in registration during that time.

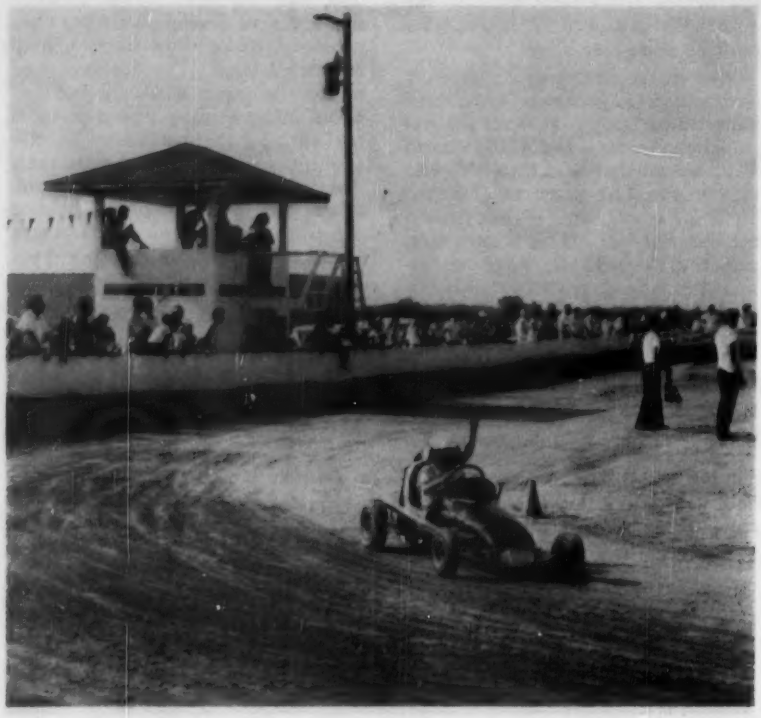
The total number of accidents in Baltimore was 15,181 in 1953. It rose to a peak of 19,396 in 1956, and then dropped off sharply by the end of 1958. While it is too early to state that the effects of Baltimore's traffic engineering program have brought a decline in traffic accidents, a trend is definitely indicated. The motor vehicle registration curve for both total registration and city registration shows a steady increase. The total accidents curve shows a sharp increase through 1956 but then reverses itself and now shows a sharp downward trend. The department of transit and traffic would like to feel it can interpret these figures to mean our efforts have contributed to this accident reduction. The particularly encouraging portion of the curve indicates that instead of merely holding our own against accidents, Baltimore is making progress in reducing them.

Late, but Right on Time

Shortly after Henry Barnes assumed his duties in Baltimore he appeared on a panel with several civic leaders, one of whom was the governor of Maryland. The governor was late and as he took his place next to the new traffic director he said, "I was 20 minutes late due to your traffic congestion." Barnes answered. "Think nothing of it, Governor, I was 200 years late in getting here."

It is apparent that he is making up for the lost time. Baltimore was the last large city to establish a traffic engineering department. For six years our employes have been working at top speed, demonstrating an enthusiasm and teamwork not often seen in governmental organizations. Other municipal departments have been extremely helpful. It is felt that, in this short period, we have attained a status comparable to cities of like size. With an undiminished employe spirit and the continued cooperation of other city agencies, we hope to be first on the list when the 1959 National Safety Council Inventory awards are made.

MASTER CONTROL ROOM—masters supervise more than 600 intersections.



LITTLE CARS—
BIG DANGER

by Jean Carper

Are thoughtless, thrill-seeking parents risking young lives in miniature cars? New craze has already killed three young boys.

LAST JULY in Colorado Springs a 4-year-old boy took his 3-year-old brother for a fateful Sunday afternoon ride in a miniature motor car that could go 35 m.p.h The tiny auto, guided by unsteady young hands around an abandoned speedway, crashed into a guard rail, catapulting both passengers to the ground. The younger boy died of a fractured skull; the other was severely injured.

In Gas City, Ind., a 6-year-old boy, maneuvering a go-cart (a skeleton car with a motor) around a 600-foot race track lost control of the car. It struck a bale of hay along the track edge and toppled end over end several times. The boy was pronounced dead from a broken neck.

Ten days later during a miniature car race on a private track at Muncie, Ind., a boy, 13, crashed his go-cart at 20 m.p.h. into the car ahead of him. His cart rolled and slid to a stop right-side up. But the young driver, still wearing his crash helmet and safety seat belt, was already dead from a fractured skull.

These three boys are the first sacrifices for a frightening new craze that is engulfing parents of children from three to 16. Parents by the thousands are putting immature children behind the wheels of motorized cars that reach ridiculous speeds. This so-called sport is so widespread and presents such a horrible spectre that a group of educators in one city labeled it "mass infanticide."

Stuttering motors of the small vehicles can be heard in nearly every city—on playgrounds, vacant lots, sidewalks and streets. Many communities have even constructed tracks where children can race each other, skidding through fast turns while parents cheer.

Some cars are homemade, nothing more than a frame, four wheels and a lawnmower engine. Others are replicas of streamlined racing cars, complete with flashy finish and identification number.

The cars, once sold only in large department stores, are now showing up in small hardware and sports stores and mail order catalogues. Thousands of the cars have been sold this year. The 1959 output of go-carts alone is expected to double that of last year.

Jean Carper is the editor of the National Safety Council's *Home Safety Review.*

One lawnmower manufacturer, sensing the demand, started making go-carts in February and sold over 12,000 in three months. Now the cars account for nearly half his company's production.

A parent shopping for a child's car has a panoramic selection. The cars come in as many sizes, shapes, colors and prices as the full-size Detroit models. One is a copy of a popular sports car and retails for the fancy price of $500 plus, although it has the unusually low speed of 5 m.p.h.

A popular high-speed, low-priced car is the skimpy go-cart that can reach between 30 and 50 m.p.h. and sells for about $100. In the medium price range of $150 up are a variety of styles with speeds of 20-50 m.p.h. The dream-car of all these is the quarter midget racer that starts at about $500 and can often hit 60 m.p.h. One Chicago suburban store even boasts a twin-engine job that will break 90 m.p.h. The sales clerk "recommends" these for "older children."

Cute Little Killers

Through the public clamor for these cars can be heard ominous warnings. The National Safety Council recently condemned these "cute little cars" as potential killers and urged parents not to buy them.

"Children under 16 are too young to drive cars of any size, anywhere," warned Gen. George C. Stewart, executive vice president of the Council. "Parents are only begging for trouble when they permit a child to drive one."

Virginia officials cautioned parents against letting children run the motor vehicles on public sidewalks and streets. Such driving is illegal and subject to prosecution because the law requires a license for both a motor vehicle and the driver. Since all states have similar laws, no one under 14 can legally drive a motorized toy car on public ways in any state.

Chicago public school authorities banned the motor cars from all public school property. Before the decree, fathers had roped off a school playground where neighborhood kids raced their cars for prizes every Sunday afternoon. Frantic neighbors, realizing the danger not only to drivers but to bystanders, protested vigorously.

Authorities investigated. Said Frank Svarc, director of safety for Chicago public schools, "No youngster has the proper coordination nor responsibility to handle one of these powered cars. We must curb these things."

The racing was stopped, despite wails of participating parents.

Both parents and manufacturers defend the autos by arguing that a child who grows up in the driver's seat of a toy motor car will be a better adult driver.

In a survey of manufacturers of the miniature cars, all but one attempted to justify his product by asserting it offered good driver education. The lone abstainer, with incredible irresponsibility, declared his company didn't concern itself with what people *should* buy but with what they *would* buy.

One racing-fan father, of Tinley Park, Ill., described miniature driving exhibitions as "great classrooms for the drivers of tomorrow." This man has provided his son with a racing car and like other parents in his community has contributed to the construction of a small race track.

This is what the track is like on a Sunday afternoon:

More than a hundred non-paying spectators crowd the wooden rail that encircles an oval, dirt track of 260 feet. On one side of the track is a pit area housing about 20 cars, most of them slick expensive racers; a few, cheap go-carts. On the opposite side is an elevated pagoda with a raspy loudspeaker that barks names, numbers and positions of the young Barney Oldfields, aged 5 to 12.

Brave Daddy Pushes

At the signal, "Next race," three or four kids of similar ages hop in their racers. Each father proudly shoves his child's car onto the track, gives it a heavy push; the motor turns over and the child is off, buzzing around the track.

The drivers are slow at first, but as the green starting flag flips in front of them, they grip the wheel with determination, gun their motors on the straightaway and slide around curves, coming dangerously close to each other's spinning wheels while onlookers murmur excitedly.

As the winning child speeds across the finish line his name is blared over the loudspeaker. He circles once more, picks up the checkered victory flag and parades it around the track amidst much applause. Finally the youngster gives one last professional wave to his fans and disappears into the pit. Within minutes another race begins.

According to track officials—parents and merchants—the winners are not given prizes yet, only the "thrill of winning." But trophies or other rewards are in the offing.

It is difficult to imagine how such outrageous exhibitions of speed can be called desirable lessons for future drivers. The child's one goal, exalted by parents, is speed—a prominent cause of highway accidents.

"To pass off children's speed contests as driver education is absolutely ridiculous," says Dr. Wayne Hughes, director of safety education for the National Safety Council. "Such races will more likely develop *bad* driving habits, based on speed and competition."

It would logically follow that these small car races, under the guise of safe-driving education, may be spawning a generation of speeders for tomorrow's highways.

Daddy Plays, Junior Pays

Why do parents force these hazardous motor cars upon their children?

Dr. Harry F. Dietrich, a noted pediatrician of California, interprets the exhibition and racing of these mechanized autos as a "sop to parental ego."

"Such racing represents nothing but a father's desire to give his child a better or faster miniature car than a neighbor can give his child," contends Dietrich. "There is no concern about basic skills and manners that make a good traffic driver. Competition in speed is the order of the day."

A business executive even admitted he bought two autos because his mechanic neighbor had built one for his child. This caused an educator of national influence to comment, "These cars are not for kids; they are for parents. And such parents are merely frustrated kids of forty."

Other educators feel that the prostitution of children for adult amusement and ego satisfaction is degrading to both children and adults.

Nor do the motor cars provide

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NEWS FROM CAPITOL HILL

THE first session of the 86th Congress ended in a flurry of activity, safety and otherwise. Since the Second Session, which meets next year, is part of the same Congress, all bills introduced or reported on carry over to next year.

Traffic Safety

The House passed H.R. 1341 (Roberts), by a better than two to one vote, requiring the Secretary of Commerce to establish safety standards for non-military motor vehicles purchased by the federal government. (The U. S. Government replaces such cars at the rate of 10,000 per year.) Congressman Roberts, sponsor of the bill, foresaw "far-reaching effects" from the bill, but said it was "not a panacea." "This is not regulation, not domination, just federal leadership." He expressed the belief that the bill "would promote the production of safer vehicles . . . for sale to the public." Opponents of the legislation argued that the bill "will put the federal government in the business of designing and engineering automobiles. . . . If it is carried to its logical and sensible conclusion, the same authority ought to be given over the cars used by the public." To this, Mr. Roberts replied: "We believe the federal government should take leadership in things like pure food and drugs, like we did in safety in refrigerator door construction, and like we did with our airplanes, like we did with the railroads, like we did with the Flammable Fabrics Act, where we set certain standards of flammability. We did not take over that industry; we do not take over this one. . . . The federal government has accepted responsibility for making safety requirements in all fields of interstate commerce. Whatever the cost, it will not be unreasonable. No one can put a dollar value on human life. . . ." In the Senate, H.R. 1341 has been referred to the Subcommittee on Surface Transportation of the Committee on Interstate and Foreign Commerce.

The House also passed another bill which emanated from the Roberts subcommittee, H.R. 8238 (Schenck). This bill directs the Surgeon General of the U. S. Public Health Service to conduct a study of the effect on human health of substances discharged into the air by motor vehicle exhausts, and to report to the Congress within two years, with such recommendations, if any, as deemed necessary to protect human health. The committee felt that more information was necessary on how to eliminate and control harmful, toxic and irritating exhaust fumes, and on the harmful health effects of such fumes. In particular the committee asked for a study of cancer-producing agents which may be present in such exhaust fumes. In the Senate, the bill was referred to the Committee on Labor and Public Welfare.

The House also passed H.R. 7476, extending the Federal Air Pollution Control Act for a period of two years, through June 30, 1962. The Senate had earlier passed S. 441, which would extend the act for four years and increase the annual authorization to seven and a half million. The compromise version of H.R. 7476 that was passed by the Congress and sent to the President provided for a four-year extension of the act, but no increase in the annual authorization of $5 million per year.

Highway Construction

After much debate on financing of the highway construction program, in the course of which safety considerations figured frequently, the Congress sent to the President for signature H.R. 8678, providing for a temporary financing program, for five years. The federal gasoline tax was raised from three to four cents per gallon for two years through June 30, 1961, and in the following three years, portions of the federal excise taxes on new cars and auto parts will be diverted from general revenue into the Highway Trust Fund. The highway construction authorization for fiscal year 1961 was also reduced by 20 per cent, and certain portions of the interstate highway system within commercial or industrial areas of cities were exempted from national standards of billboard regulation. The President had sent a special message to the Congress on the highway program, stressing "traffic safety" as a basic justification for the new roads. Senate Majority Leader Johnson said, in another context: "Traffic safety is a matter of national interest and national concern."

The Federal Highway Administrator announced that motor-vehicle registrations for 1959 are expected to reach 70,416,000, or a 3.1 per cent increase over 1958. The anticipated increased rate will reverse the declining trend of the past several years. All states show an increase, and only six show an increase as little as 2 per cent or less.

Commercial Transport

The Senate passed S. 1806, with minor amendments, to revise the Transportation of Explosives Act. The bill, enactment of which was requested by the Interstate Commerce Commission, would bring transportation of radioactive materials and etiological agents under ICC's jurisdiction, and would extend to private and contract carriers the penalties for violation of the act now applicable only to common carriers. (A similar bill, S. 1491, was passed by the Senate in 1957.) The Senate Committee justified the bill on the ground that it "would promote safety in the transportation of explosives and dangerous articles."

H. Con. Res. 416 (Bailey) requests the ICC to re-examine its regulations for the "safe transportation of explosives and other dangerous articles" and make such changes "as may be necessary to insure [their] safest possible transportation . . . by common carriers. . . ."

In one of its motor carrier Accident Investigation Reports, the ICC gave notice that it would "press an investigation" of the practices of motor carriers in connection with Commission regulations concerning "the maximum periods for which a driver may operate a motor vehicle with reasonable safety," and that it would take such enforcement action as may be warranted by the disclosures.

Lawyer-Layman Conference Meets To Lift Traffic Court Standards

WHETHER or not justice is being done in the nation's traffic courts was the paramount question at the Law and the Layman Conference, sponsored by the American Bar Association in cooperation with the President's Committee for Traffic Safety, which was held at Miami Beach on August 24 and 25, 1959. Associate Supreme Court Justice Tom C. Clark was chairman.

Conference discussion and comments concerning traffic courts could be placed in three broad categories, as follows:

1. The great importance of the traffic court in its representation of the judicial process to great numbers of Americans.

2. The faults present in many of today's traffic courts.

3. What can be done to correct such faults, including the need for citizen support.

In addition to these topics, other traffic safety problems were brought out in discussion of traffic court improvements. Such subjects as law enforcement policies, the driver as a "problem child," motorists' attitude toward traffic laws, the drinking driver, and the need for citizen support in the over-all traffic safety picture, were taken up by one or more speakers.

"Traffic courts," said President Eisenhower in his filmed message to the conference's opening session, "give most citizens their only first-hand contact with the judicial process."

Many of the inadequacies of today's traffic courts stem from their status as "inferior courts." This was a general conclusion. Conference participants said that because of this low standing in the judicial scheme of things, traffic courts too often present an unfortunate picture of the judicial process in action. Specific criticisms were many. The following are typical:

Physical appearance of traffic courts is too often dirty or dingy. Dignity is lacking.

Traffic court judges may be unqualified or may let partisan politics color their decisions.

Some traffic courts are more interested in raising money than in educating traffic violators.

The heavy backlog of cases in many traffic courts makes it impossible for their judges to consider fully the merits of each case.

The defendant in a traffic case is not always appraised of his rights.

Numerous ways to improve traffic courts were suggested by the principal speakers and by participants in the five panel discussions. But the overriding factor in any such improvement, many speakers insisted, was the need for effective citizen support.

Suggested improvements in traffic courts were made in each of the panel sessions and were summarized by Associate Supreme Court Justice William J. Brennan, Jr.

The following were the principal suggestions:

Traffic courts should be upgraded because of the influence they exert on the nation's citizens through personal contact.

They should be administered by judges who are members of the bar with special training in traffic matters and staffed with qualified prosecutors.

The need for adequate physical facilities and dignified opening ceremonies was stressed.

Traffic courts were urged to employ all modern scientific equipment and to make sure that the defendant was not only appraised of his rights by the court, but that he got them.

Use of traffic courts as instruments to gain respect for traffic laws, rather than as revenue-raisers, was recommended. Their greatest weapon for accomplishing this objective, it was said, is through the courts' power to suspend and revoke driver licenses.

Prominent speakers at the conference included Erwin D. Canham, editor of the *Christian Science Monitor* and president of the United States Chamber of Commerce; Erle Stanley Gardner, lawyer and well known mystery writer; and Judge Alfred P. Murrah, of the United States Court of Appeals for the Tenth District.

The Law and the Layman Conference was attended by almost 1,800 judges, lawyers, and citizen leaders from all parts of the country. To carry out the "law and layman" idea, a citizen leader was among each panel's participants. The conference was the second of its type to be sponsored by the American Bar Association and the first devoted to traffic court matters.

Legislators Briefed On Traffic Needs

What are the most urgent traffic safety needs of the country today and how can these needs be met?

Legislators and state officials from 23 Western and Midwestern states were briefed on this subject at a joint conference of the Western Interstate and Midwestern Highway Policy committees held in Kansas City in September. These groups function under the auspices of the Council of State Governments.

W. G. Johnson, general manager of the National Safety Council, and J. W. Bethea, executive secretary of the President's Committee for Traffic Safety, discussed "the Role of the Legislator in an Effective Traffic Program." They presented current accident trend data to emphasize the need for more and better legislation, and stressed the need for legislatures to set up continuous study committees to provide legislators with the kind of information they must have to act intelligently on the complex highway problem.

Concrete help in setting up these study groups was given the delegates by J. E. P. Darrell, study director, Motor Vehicle and Traffic Law Studies, Minnesota, and Assemblyman Lee M. Beckstrand, chairman, California Assembly Interim Committee on Transportation Commerce.

These men, who come from states in which such programs are functioning successfully, discussed the work of their groups and outlined the steps to be taken by those wishing to set up similar groups.

Howard Pyle, president of the National Safety Council, addressed the closing luncheon. He urged all present to translate the plans proposed at the conference into positive action in their home states.

MILEAGE-DEATH RATES
M-V TRAFFIC DEATHS PER 100,000,000 VEHICLE MILES
U.S. RATE 5.6
BELOW 5.0 - 11 STATES
5.0 TO 5.9 - 20 STATES
6.0 TO 6.9 - 7 STATES
7.0 & OVER - 10 STATES

TRAFFIC ACCIDENT FACTS

Here's a digest of the most used and the most sought after traffic accident statistics taken from the latest edition of Accident Facts.

MOTOR-VEHICLE ACCIDENTS, 1958

DEATHS **37,000**

INJURIES **1,350,000***
(Disabling beyond the day of accident)

MOTOR-VEHICLE MILEAGE **665,000,000,000**

COSTS **$5,600,000,000**

*Disabling motor-vehicle injuries are not reported on a national basis. The total shown is an approximation based on a ratio of disabling injuries to deaths developed from special studies. The total is the best estimate for the current year; however, it should not be compared with totals shown in previous editions of ACCIDENT FACTS to indicate either year-to-year changes or trends.

Death rate (per 100,000,000 miles) **5.6**
Registered vehicles in the U. S. **68,300,000**
Licensed drivers in the U. S. **82,000,000**

Accident totals

Severity of Accident	Number of Accidents	Drivers Involved
Fatal	**31,500**	**44,000**
Nonfatal injury	**900,000**	**1,550,000**
Property damage	**9,000,000**	**16,000,000**
Total (rounded)	**10,000,000**	**17,600,000**

Turnpikes and rural roads

For all turnpikes, the average mileage death rate in 1958 was nearly two-thirds lower than the rate for all other rural roads in the nation. Rates of selected turnpikes are shown below.

Turnpike	Deaths per 100,000,000 Vehicle Miles				
	Turnpike				State Rural Roads
	1955	1956	1957	1958	1958*
All Turnpikes	3.8	3.0	2.6	2.8	7.3
Denver-Boulder Turnpike (Colo.)	—	—	2.9	.0	6.7
Connecticut Turnpike	—	—	—	1.5	4.0
Sunshine State Parkway (Fla.)	—	—	2.5	4.1	9.8
Indiana East-West Toll Road	—	5.3	2.6	4.6	7.1
Kansas Turnpike	—	2.8	5.9	8.1	8.3
Kentucky Turnpike	—	—	—	6.0	8.8
Maine Turnpike and Extension	7.0	4.3	2.1	1.6	5.0
Massachusetts Turnpike	—	—	3.3	3.2	3.6
New Hampshire Turnpike	2.0	.0	.0	3.4	4.4
Garden State Parkway (N. Jersey)	1.2	1.3	1.5	1.0	3.2
New Jersey Turnpike	2.8	2.3	2.0	2.4	3.2
New York State Thruway	2.8	2.7	1.9	0.9	7.1
Ohio Turnpike	3.0	1.9	3.1	3.2	7.2
Will Rogers and Turner Tpkes. (Okla.)	8.7	2.8	3.4	9.1	7.2
Pennsylvania Turnpike	6.4	4.6	3.5	4.1	4.0
Richmond-Petersburg Turnpike (Va.)	—	—	—	.0	7.0
Dallas-Ft. Worth Turnpike (Tex.)	—	—	.0	4.1	6.4
West Virginia Turnpike	—	8.5	14.0	8.0	7.6

Source: American Bridge, Tunnel and Turnpike Assn.
*State rates exclude turnpike experience (NSC estimates).

Where the accidents happened

	Deaths	Change from 1957
Urban areas (Cities and towns over 2,500 population.)	**9,700**	**0%**
Rural areas (Including towns under 2,500 population.)	**27,300**	**—6%**

How the persons were killed

		Deaths	Change from 1957
Pedestrian accidents		**7,800**	**—1%**
Includes all deaths of persons struck by motor vehicles, either on or off a street or highway, regardless of the circumstances of the accident.	Urban	4,900	—2%
	Rural	2,900	0%
Collisions between motor vehicles		**12,600**	**—7%**
Includes deaths from collisions of two or more motor vehicles. Motorized bicycles and scooters, trolley buses, and farm tractors or road machinery travelling on highways are classified as motor vehicles.	Urban	1,900	+3%
	Rural	10,700	—8%
Noncollision in roadway, overturning, running off roadway		**13,100**	**—4%**
Includes deaths in all types of noncollision accidents. Classification is according to first event. If car runs off roadway and then strikes fixed object, death is charged as noncollision accident.	Urban	1,550	+3%
	Rural	11,550	—5%
Collisions with railroad trains		**1,210**	**—12%**
Includes deaths from collisions of motor vehicles (moving or stalled) and railroad vehicles at public or private grade crossings. In other types of accidents, classification requires motor vehicle to be in motion.	Urban	480	— 8%
	Rural	730	—15%
Collisions with bicycles		**480**	**—4%**
Includes deaths of bicyclists and motor-vehicle occupants from collisions between bicycles and motor-vehicles on streets, highways, private driveways, parking lots, etc.	Urban	210	—5%
	Rural	270	—4%
Collisions with fixed objects		**1,700**	**+3%**
Includes deaths from collisions with fixed objects such as trees, walls and abutments, where the collision occurred while the vehicle was still on the highway. (See comment on noncollision.)	Urban	650	+8%
	Rural	1,050	0%
Other collisions		**110**	**—11%**
Includes deaths from motor-vehicle collisions not specified above—persons on horseback or in animal-drawn vehicles, street car or motor-vehicle occupants.	Urban	10	—23%
	Rural	100	— 9%

(Reprints of this Fact Sheet are available. See page 28.)

Motor-Vehicle Deaths by Type of Accident, 1913 to 1958

Year	TOTAL DEATHS*		Deaths from Collisions with—							Deaths from Non-collision Accidents
	Rate‡	No. of Deaths	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles	Animal-drawn Veh. or Animal	Fixed Objects	
1913-17 ave.	†	6,800	**	**	**	**	**	**	**	**
1918-22 ave.	†	12,700	**	**	**	**	**	**	**	**
1923-27 ave.	18.2	21,800	**	**	1,200	480	**	**	**	**
1928-32 ave.	15.6	31,050	12,300	5,700	1,850	450	**	**	700	9,100
1933	15.6	31,363	12,840	6,470	1,437	318	400	310	900	8,680
1934	16.7	36,101	14,480	8,110	1,457	332	500	360	1,040	9,820
1935	15.9	36,369	14,350	8,750	1,587	253	450	250	1,010	9,720
1936	15.1	38,089	15,250	9,500	1,697	269	650	250	1,060	9,410
1937	14.7	39,643	15,500	10,320	1,810	264	700	200	1,160	9,690
1938	12.0	32,582	12,850	8,900	1,490	165	720	170	940	7,350
1939	11.3	32,386	12,400	8,700	1,330	150	710	200	1,000	7,900
1940	11.4	34,501	12,700	10,100	1,707	132	750	210	1,100	7,800
1941	12.0	39,969	13,550	12,500	1,840	118	910	250	1,350	9,450
1942	10.6	28,309	10,650	7,300	1,754	124	650	240	850	6,740
1943	11.5	23,823	9,900	5,300	1,448	171	450	160	700	5,690
1944	11.5	24,282	9,900	5,700	1,663	175	400	140	700	5,600
1945	11.3	28,076	11,000	7,150	1,703	163	500	130	800	6,600
1946	9.8	33,411	11,600	9,400	1,703	174	540	130	950	8,900
1947	8.8	32,697	10,450	9,900	1,736	102	550	150	1,000	8,800
1948	8.1	32,259	9,950	10,200	1,474	83	500	100	1,000	8,950
1949	7.5	31,701	8,800	10,500	1,452	56	550	140	1,100	9,100
1950	7.6	34,763	9,100	11,250	1,541	89	450	110	1,300	10,950
1951	7.5	36,996	9,200	12,600	1,573	46	450	100	1,400	11,600
1952	7.4	37,794	8,600	12,900	1,429	32	400	100	1,500	12,850
1953	7.0	37,955	8,700	12,600	1,506	26	450	100	1,500	13,050
1954	6.3	35,586	8,000	11,750	1,269	28	400	80	1,500	12,550
1955	6.4	38,426	8,200	13,000	1,490	15	450	100	1,600	13,550
1956	6.3	39,628	7,950	13,650	1,377	11	470	120	1,600	14,450
1957	6.0	38,702	7,900	13,500	1,376	13	500	110	1,650	13,650
1958	5.6	37,000	7,800	12,600	1,207	10	480	100	1,700	13,100
			Changes in Deaths and Death Rates							
1948-58		+15%	−22%	+24%	−18%	−88%	−4%	0%	+70%	+46%
1957-58		− 4%	− 1%	− 7%	−12%	−23%	−4%	−9%	+ 3%	− 4%

Source: Deaths are based on data from National Office of Vital Statistics, state traffic authorities, and Interstate Commerce Commission.
*Yearly totals do not quite equal sums of the various types because totals for most types are estimated, and these have been made only to the nearest 10 deaths for some types and to the nearest 50 deaths for others.
**Insufficient data for approximations.
†Mileage data inadequate prior to 1923.
‡Deaths per 100,000,000 vehicle miles.

Age of Drivers—Total Number and Number in Accidents, 1958

There are about 82,000,000 licensed drivers in the U.S. The numbers of these drivers in different age groups are shown in the following table, along with their accident experience for 1958. The Accident Indexes provide a measure of performance; see footnote for definition.

Age Group	All Drivers		Drivers in Accidents				Accident Index*	
			Fatal		All			
	Number	%	Number	%	Number	%	Fatal	All
Total	82,000,000	100.0%	44,000	100.0%	17,600,000	100.0%	1.00	1.00
Under 20	5,900,000	7.2	5,050	11.5	2,200,000	12.5	1.60	1.74
20-24	9,200,000	11.2	7,350	16.7	2,550,000	14.5	1.49	1.29
25-29	10,400,000	12.7	6,000	13.6	2,540,000	14.4	1.07	1.13
30-34	10,300,000	12.5	5,100	11.6	2,020,000	11.5	.93	.92
35-39	9,500,000	11.6	4,050	9.2	1,830,000	10.4	.79	.90
40-44	8,400,000	10.3	3,950	9.0	1,620,000	9.2	.87	.89
45-49	7,500,000	9.1	3,300	7.6	1,430,000	8.1	.84	.89
50-54	6,400,000	7.8	2,500	5.7	1,090,000	6.2	.73	.79
55-59	5,100,000	6.2	2,000	4.5	840,000	4.8	.73	.77
60-64	3,900,000	4.7	1,700	3.8	600,000	3.4	.81	.72
65-69	2,500,000	3.1	1,350	3.0	530,000	3.0	.97	.97
70-74	1,700,000	2.1	950	2.2	190,000	1.1	1.05	.52
75 and over	1,200,000	1.5	700	1.6	160,000	.9	1.07	.60

Source: Drivers in accidents based on reports from 29 states. Number of drivers by age are N.S.C. estimates based on reports from state traffic authorities and research groups.
*Ratio of per cent of accidents to per cent of drivers. 1.00 is average; the larger the ratio, the poorer the experience. Ratios are based on *numbers of drivers;* a better measure would relate accidents to miles driven, but data on this item are not available.

Motor-Vehicle Deaths on Major Holidays

The table shows the number of deaths which resulted from motor-vehicle accidents on major holidays in recent years. "Immediate" deaths include only those which occurred by midnight of the last day of the holiday period. "Total" deaths include immediate deaths plus an estimate of delayed deaths—those which occur within twelve months after the day of accident (they are charged back to the day of the accident).

Year	Memorial Day		Fourth of July		Labor Day		Christmas		New Year	
	Immediate Deaths	Total Deaths	Immediate Deaths	Total Deaths	Immediate Deaths	Total Deaths	Immediate Deaths	Total Deaths	Immediate Deaths	Total Deaths
1951	81 (1)*	125	105 (1)	160	461 (3)	615	535 (4)	670	375 (4)	470
1952	353 (3)	485	366 (3)	490	432 (3)	575	556 (4)	695	407 (4)	510
1953	241 (2)	345	261 (2)	375	405 (3)	540	525 (3)	695	317 (3)	420
1954	362 (3)	485	348 (3)	465	364 (3)	485	392 (2)	560	296 (2)	425
1955	368 (3)	490	407 (3)	540	438 (3)	585	609 (3)	810	364 (3)	485
1956	109 (1)	170	137 (1)	210	435 (3)	580	706 (4)	885	409 (4)	510
1957	94 (1)	145	426 (4)	535	445 (3)	595	224 (1)	345	160 (1)	245
1958	371 (3)	495	370 (3)	495	420 (3)	560	594 (4)	740	377 (4)	470

Source: "Immediate" deaths, Press Association; "Total" deaths, NSC estimates.
*Figures in parentheses show number of full days in each holiday period. Deaths are for these days plus the last six hours of the preceding day.

Day-night mileage death rates

Night driving is considerably more hazardous than day driving, in both urban and rural areas. Rates in the chart below are only approximations of the 1958 experience because distribution of vehicle miles into the various categories is based on scanty information, but even though the rates may not be precise, the great differences between the day and night rates leave no doubt that night driving is more hazardous than day driving.

		Per cent of deaths	Death rates*
NATIONAL	Day	46%	4
	Night	54%	10
URBAN	Day	43%	2
	Night	57%	5
RURAL	Day	47%	5
	Night	53%	15

*Deaths per 100,000,000 vehicle miles

The drinking driver

Among drivers in fatal accidents in 1958 for whom condition was stated, 21 out of 100 had been drinking, according to reports from 21 states. This proportion was the same as in 1957. (Condition of driver was not stated in 19 per cent of the cases.)

A drinking driver was involved in about 30 per cent of all fatal accidents. Since most two-car "drinking" accidents involve only one drinking driver, the proportion of accidents involving a drinking driver is higher than the proportion of drivers who had been drinking.

Some special studies have revealed even higher percentages. In Maryland, for example, among 133 drivers in fatal accidents, 65 per cent had some alcohol in their blood; 43 per cent had 0.15 per cent or more. Among 80 pedestrian accidents, the percentages for pedestrians were 57 and 39.

Among 222 fatal accidents in Connecticut in 1958, 31 per cent involved a drinking driver. Among accidents fatal to adult pedestrians, 42 per cent of them had been drinking.

Among 83 drivers in fatal one-car accidents in Westchester County, N. Y. during 1950-1957, 73 per cent had some alcohol in their blood; 49 per cent had 0.15 per cent or more.

Among 34 drivers and pedestrians killed in Bexar county, Tex., during 1957, 23 were under the influence of alcohol.

WHAT MAKES A SAFETY COUNCIL TICK?

Appraisal of safety organizations provides yardstick to check performance and makes recommendations for future action

by Walter K. Koch

WHEN I was named vice president for state and local safety organizations in 1956, I was aware of the fact that there were several hundred local safety councils scattered throughout the nation and that these varied from citizens' committees with no staff and little or no budgets to incorporated non-profit associations with substantial budgets and competent professional staff.

Having been through the reorganization and financing of the Metropolitan Safety Council in Denver, I was at least sympathetic to the problems of these organizations.

I was convinced that the application of tested techniques of accident prevention could reduce the annual toll of deaths, injuries, and economic loss resulting from accidents of all types. This had been demonstrated in industry during the 43-year history of the National Safety Council to the point where the average worker, even in hazardous occupations, is several times safer on the job than he is in his own home or in the family automobile.

I also believed that public safety cannot be achieved by the agencies of government alone—federal, state, county, and municipal—however competent and dedicated they might be, without an informed public opinion to support constructive official action.

Therefore, more—and more effective—citizens' safety organizations were needed in the states and communities of the nation. This was supported by the fact that the most substantial progress had been made in states and communities where strong and informed citizens' organizations had created a community climate in which official and other agencies could perform with optimum efficiency. As further substantiation, several White House Conferences had stressed the need for state and local organizations.

In October, 1956, at the National Safety Congress, I had my first opportunity to meet with the professional managers and many of the volunteer presidents of the 86 state and local councils which then comprised the national Conference of State and Local Safety Organizations. Most encouraging to me at that time was the healthy dissatisfaction with the status of local organization energetically expressed by the managers in the discussions at this national meeting. The previous year the conference had adopted a basic policy document, *Community Safety Organization, Principles, Policies, Programs,* which set forth in some detail performance standards for leadership, organization structure, finance, and program of citizens' safety organizations. Now the problem was how to apply these standards, and most importantly, how to enlist the support of influential community leaders needed to achieve their objectives.

The concensus was that this support must be earned.

In 1957 the work of the conference was given substantial impetus by the report of the NSC board committee on financial support for local safety organizations which had made a thorough study of this subject under the chairmanship of William H. Lowe, treasurer of Inland Steel Co. and NSC vice president for finance. As a member of this committee I know that committee members confirmed their own observations by getting some assessment of nationwide experience. Several of us talked with other executives in our own companies and with the heads of a number of national corporations.

The committee report recommended specifically that in order to obtain business confidence in an effective system of state and local safety councils there is great need for:

Stronger volunteer leadership, including board leadership at the national, state and local levels.

This means bringing major executives of large corporations into closer relationship, at the policy level, with the local safety organization movement—perhaps through participation in the Conference of State and Local Safety Organizations or by other appropriate means.

More educational effort directed to business and industry.

Education should be directed, first specifically toward the business leadership in those trade groups which have the greatest economic stake in safety, then to business leadership in other trade groups, and later to all segments of society.

The immediate problem so far as business confidence is concerned is to convince top management of the major national and local corporations that local safety organizations *with outstanding leadership, a program keyed to the local needs and having N.S.C. endorsement,* can be a great force for accident prevention if adequately supported.

Application of standards for state and local council operations.

Standards of program performance must be applied, including written standards for policies, programs, leadership and staff, and regular appraisals must be made. Endorsement or non-endorsement by NSC should be based on regular appraisals and program audits.

Three Point Program

1. The conference immediately recommended for NSC board membership several of the more active and influential presidents of state and local councils. Subsequently, with the expansion of the NSC board, the con-

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ference has recommended 24 additional outstanding business leaders active on the boards of state and local councils and has received assurance from these businessmen that they will serve if elected.

2. It called upon NSC board members who reside in their respective states and communities and invited their interest and participation in local programs.

3. It proposed a system of annual appraisals as a basis for accreditation by, and affiliation with, the National Safety Council.

The Appraisal System

In 1958, 59 metropolitan councils and 12 state organizations were accredited or endorsed as a result of appraisals; an additional 13 councils requested and are undergoing appraisal in 1959.

Appraisals have been offered at no cost to the locals, but are made only upon formal request by the local's governing board which includes the agreement to appoint a small appraisal committee of the board members to work directly with the NSC district director conducting the field phase of the appraisal. In most cases, local appraisal committees have included the council's strongest leadership.

An average of six man-days work by NSC district directors was required to complete the field phase of each appraisal. This involved interviews with officials and others in each state and community with much preliminary work completed in filling out carefully devised comprehensive questionnaires completed in advance by the local manager and his board committee. Upon completion of field work, local appraisal committees were asked to review the reports prior to submission.

Six-man teams of local council managers elected by the Conference of State and Local Safety Organizations evaluated the data gathered in the field. These teams, each assisted by NSC staff, worked from coded data sheets which insured objectivity by preserving the anonymity of the council undergoing appraisal. No manager served as a member of the team which appraised his own organization or other organizations with which, by proximity or other reasons, he was likely to be familiar.

The end result was the listing of accredited organizations accompanying this article. One-third of those accredited were given provisional status, which meant that in several important respects these organizations did not meet standards attained by the top two-thirds. Specific recommendations, which when carried out will insure full accreditation, were given to these councils.

Following evaluation the next major task was that of preparing detailed analyses of each of the organizations appraised for presentation to, and discussion with, the local appraisal committees and managers. These analyses dealing with organization structure, strength and performance of the governing board, adequacy of financial support, relationships with official and other community agencies, staff and program, contained recommendations for further strengthening of even the most effective organizations.

Response of local appraisal committees to these appraisal reports has been excellent. Although not all recommendations have been invariably accepted, the over-all reaction by local leaders has been that the appraisal was competent and highly valuable. In a number of cases, local council officers have stated that the appraisal has been the most valuable service ever offered by the National Safety Council to state and local councils. One of the things which has impressed me the most has been the skill and flexibility with which general standards have been applied to varying local situations.

All councils were asked to submit a progress report on or before October 1, 1959, and a more detailed report on what has been done to carry out recommendations will be due on the anni-

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State and Local Safety Organizations

ENFORCEMENT—
NEW CONDITIONS
NEW REQUIREMENTS

by Ray Ashworth

SOMEWHERE along the line—it was probably in the tidal wave of increases in motor vehicles following World War II—the traffic problem on our streets and highways got to be something that couldn't be "covered." That is, the police officers of our cities and states could not only not "pinch" every traffic law violator—they couldn't even observe them! There were just too many of them!

It is now the most obvious of facts that the only conceivable way to prevent or put a stop to traffic law violations is to put a stop to traffic—just eliminate it. And, of course, this is ridiculous.

But, in spite of the fact that this obvious thing happened recently—when the motor vehicle became a mass problem, forever beyond the reach of certain, official control—we still tend to think in terms of beating the whole, monstrous, complex problem of the highway, the vehicle, and the driver with some single, magic panacea. We still tend, consciously or unconsciously, to think in terms of "somebody" doing "something" that will make the whole thing all right. And the other side of this coin is that, since things are getting worse, it's because "somebody" is *not* doing "something."

Obviously, something can be done about it, and something must be done about it. Every man with an interest in traffic safety and any understanding of its problems knows this, and says it. But he also knows that the something that has to be done is not a single, quick thing that will cause the whole complex business to vanish, or enable us to wake up some morning and find that it was all a dream.

Many Sided Problem

No—the problem is real, and must be treated realistically. It is complex, and cannot be treated as if it were simple. It is many-sided, and it must be approached from all sides in a coordinated program of action. My background is in policing, and I speak for a professional organization whose special interests and competence lie in the area of enforcement.

I am sure, of course, that traffic law enforcement is at least one of the most important activities by which we can deal effectively with the motor vehicle traffic problem, and reduce accidents and losses. I am equally sure that police enforcement cannot do the job that must be done all by itself. In fact, it now seems clear that the role of enforcement and the influence of enforcement tend to change, from time to time and from situation to situation, and that it must be related to many other factors which have nothing to do with the law or enforcement. It also seems clear that its relationship to these other factors is not always the same. Of equal importance with the job of enforcing the law in traffic today is determining how much and what kind of enforcement there ought to be in any given situation at any given time.

Remembering that it is not sufficient by itself, I should nevertheless like to review briefly here what the better police organizations are doing, and trying to do, about traffic law enforcement. Then I would like to take a brief look with you at what we seem to be up against in traffic in the immediate future, and suggest some possible constructive approaches.

When it finally became generally apparent that traffic law violations were

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literally something happening everywhere, all the time, that it would be impractical to attempt to bring the whole problem under control by catching everybody who broke a law, the idea took hold that the only practical procedure for the police was to enforce the law selectively. Since all violators could not possibly be brought under surveillance, much less apprehended, it was obvious that certain parts of the total situation on the street would have to be concentrated upon. It was further evident that the parts selected for concentration should be those that experience showed produced the greatest number of accidents.

The Keystone

The most "vulnerable" points of attack for selective enforcement had to be determined, of course, by investigation. This was the beginning reason for the development of one of the most important police traffic activities today—accident investigation.

Accident investigation, when it covers a substantial volume of accident situations, tells us, among other things, what factors tend to recur in the total accident experience of a given community. It tells us, of course, what times of day and what days of the week are most critical. It tells us the most critical locations in a community

AN ACTION PROGRAM FEATURE

for accidents, and what the characteristics of those locations are. It indicates the kinds of law violation that recur in the community's accident experience, and what relationships there are between the violations and the accidents.

With these informational data, collected and classified over a substantial period of time, it is possible to construct a "picture" of the community's accident experience at any given time on a map of the community. With this picture in hand, the chief of the police department, or his traffic commander, can systematically deploy his traffic officers throughout the community, to achieve concentrations of enforcement activity that are proportional to the various times of day, days of the week, seasons of the year, locations within the community, and types of violations of the traffic laws. He has scientifically established a basis upon which he can determine what parts of the total traffic situation in his jurisdiction must be concentrated upon in order to produce the greatest possible results in reduction of accidents.

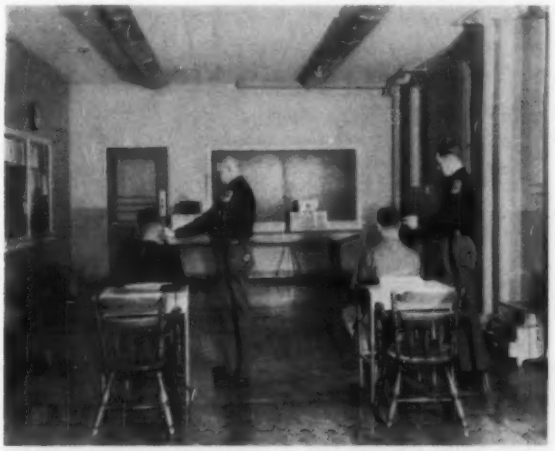
As I said earlier, the role and the character of enforcement vary from time to time and from situation to situation. If information about accidents is collected continuously in substantial volume, obviously the picture on the accident map in Community X today will not be the same as the one a month from today. The experience changes with a great variety of circumstances, and, of course, the map must change with it.

Responds To Pressure

Another factor has an effect on the picture, besides time, location, and type of violation. This is the enforcement activity itself. After enforcement has been consistently applied according to a certain pattern, experience has shown that the accident experience tends to "respond" to this pressure, and is modified by it. Thus, over any substantial length of time, the accident pattern of a community will tend to shift, and move around, in response to the pressures and influences of systematic enforcement of the traffic laws.

Almost every well administered and well organized police department today practices "selective enforcement" in

"The problem of control is complex and many sided... Police enforcement cannot do the job all by itself."



"Many states are doing their best in driver licensing within the limitations of their resources."

"Over any substantial length of time, the accident pattern of a community will shift in response to enforcement pressure."

greater or less degree and with greater or less consistency. The extent to which such a program conforms, in any given community or state, to the real facts of the traffic situation in that community, is usually a pretty reliable indicator of the progress being made there toward dealing with the traffic problem as effectively as the situation will allow.

Enforcement, of course, takes in a lot more than the arresting of law violators by police officers. It also involves the courts, where judges must hear cases involving violations of the law, and assess fines and otherwise mete out punishment. The operations of the courts which try traffic cases must also be governed by a kind of selectivity. The atmosphere and procedures of traffic courts must be appropriate to courts of American justice, and must reflect the seriousness of the matters with which they deal. Here, too, there must be a degree of concentration on those violations and violators which have been shown to be most productive of accidents and accident-producing violations.

In addition to adapting their operations to the real character of the problem—to sentencing violators according to the real seriousness of their offenses—the courts must coordinate their traffic activities with the enforcement programs of the police. This is not to say that the police should determine what the courts should do, but that the police and the courts should operate consistently with each other in any given community. The result of this should be to impress violators with the certainty and consistency of the total law enforcement program of a community. Thus, when a driver has committed a violation and is approached by a police officer, he is certain to be issued a citation or be arrested, depending upon the severity of his violation. And furthermore, when he appears in court to face the charge indicated in the citation, he will be properly sentenced and/or fined.

Must Have Continuity

It matters little how vigorous the traffic law enforcement activities of either the police or the courts in any community are, if they are not as systematic and consistent as they are vigorous, and if they are not consistent with each other. When a policeman issues a ticket to a violator on the street, he starts a process. This process is completed when the adjudication procedure is completed in a courtroom. And the process will be ineffectual unless there has been continuity and uniformity in it from beginning to end.

Another segment of official activity in motor vehicle traffic—some authorities regard it as the most important of all—is driver licensing. An unarguable case can be made for the idea that the most effective point at which a driver's behavior can be controlled is the point at which the state first gives him the privilege of driving.

Strictly speaking, of course, we can't actually control the future driving behavior of any driver by anything we do when he is originally licensed. Alas—how well we know this! But a great deal can be done at this point (which is not being done in most states!) to minimize the margin of error when a new driver is first allowed to use the road. Unfortunately, many states are still not doing a good job of the obvious things, like visual tests and written examinations to test knowledge, and skill tests on actual streets as part of the examination. In no state are we yet consistently thorough enough in all aspects of original licensing.

Review Driver Records

There is a kind of selectivity which needs to be practiced by our driver licensing agencies, too. This must be based on more thorough, more consistent, more universal review of the performances of drivers already on the road. Some of this job could be taken care of by regular periodic re-examination of drivers when licenses are renewed, and by careful consideration of the limitations of age and disability. And much more can be accomplished by systematic and certain suspension and revocation procedures, with special concentration on the severe violations such as driving under the influence of alcohol or drugs, recklessness, and driving without a license.

Many states are doing their best in driver licensing and driver improvement within the limitations of their available resources, and many more are showing good improvement in this vital area. All states need more and stronger backing for this kind of program, both legislative and financial. This kind of public support will not guarantee high grade official performance, but high grade official performance is not possible without it—that is, high grade enough to do the job that needs doing.

Our education for safe driving, both public and in our schools, must be selective, too. The generalizations about safety are not good enough just because they are true. The substance of our driver education programs and public information campaigns must be related to the facts that exist on the street. Here, too, there must be coordination, with the work being done by the enforcement agencies. The drivers-to-be in the generations coming up, and the drivers who are on the road, should know the facts and the ideas I have been setting down in this article. They should know that the police, the courts and the driver examiners do not act indiscriminately—that they act carefully, thoughtfully, systematically, and consistently, to deal with a problem that belongs to all of us. This, as well as the skills and knowledge required to manipulate a motor car, is fit content for a driver education program!

I began this article by taking note of a qualitative change that took place in the use of the motor vehicle somewhere along the line, when the problem of motor vehicle traffic became a mass problem. I pointed out how and why this qualitative change in the nature of the problem has gradually given rise to the development of selective action in enforcement, the need to continually plan and modify the applications of enforcement, and so on. It is clear that the qualitative changes in the character of the problem are going to continue for as far ahead as we can see. That there will be enormous further increases in the volumes of motor vehicle traffic is doubted by no one. This will increasingly be accompanied by the construction of tens of thousands of miles of new roadway designed to expedite higher speed movement of greater and greater volumes of traffic. These developments, certain to be realized within the next few years, will vastly alter the requirements of police traffic supervision along with the change in the character of the problem.

The attractiveness of the private motor vehicle as a means of long-distance travel seems hardly likely to be superseded by any other means of transportation. Despite the advances of air transport in recent years, 83 per cent of all trips of more than one hundred miles are made by private automobile. The potential increases in the American population are no longer even subjected to educated guesses by the experts. The experts in projecting increases in number of motor vehicles are even more cautious. But we can be absolutely certain that many more drivers are going to be driving many more cars over many more miles of super-duper highways. And the motor vehicle traffic problem is going to call upon the resources and the ingenuity of all of us, official and non-official, during the next decade.

Know Very Little

One of the most shocking facts about our traffic problem is that, in spite of very real progress having been made in many directions, we still actually know very little about the nature and causes of motor vehicle accidents. We are probably going to have to study the problem. This means looking at lots and lots of traffic, moving on actual roadway under many kinds of carefully and systematically controlled conditions to *see what happens*. When we know a few things about what happens, we can begin to try out different kinds of activity in enforcement, and see what effects this has on what happens. We have to make a lot of direct observations of "what difference it makes" to drivers that there is a police officer on the road, doing certain things.

My own organization is now launched on a long-range, intensive program of research into the influence of enforcement on driving behavior. We are quite certain that, no matter what the specific results of these studies are, we are going to learn a great many things that would have speeded our progress greatly in the past, and—much more important, of course—we are going to learn some of the things that we must certainly know in the future, if we are to keep up with the demanding traffic problem that lies ahead.

We must enlarge and improve the kinds of activity in which we are already engaged in our cities and states, the kinds I have discussed briefly here. The basic requirements remain the same for the police, the courts, the driver licensing agencies, and for our schools and our parents. In addition to doing a better job of these basic things, however, we must study the character of the problem and the character of

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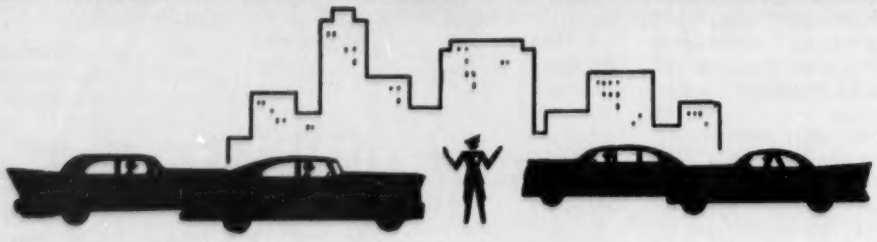
"Safety education must be selective. Generalizations about safe driving are not good enough just because they are true."

THE CASE FOR TRAFFIC ENFORCEMENT



Why We Need It

LAW ENFORCEMENT is like water on fire. Without enforcement, a driver could violate with impunity—just as a fire burns unless it is stopped. But, if adequate enforcement action follows quickly on the heels of the violator, then he is less inclined to take a chance on law breaking. He is also more liable to heed the guidance of education efforts.

Without enforcement, many of the engineering control devices have no meaning. Signs, signals and markings are only effective when they are understood and obeyed. Here again immediate and continuing enforcement effort convinces the chance taker that these devices are meant to be obeyed, and his driving and walking habits are governed accordingly.

Enforcement is needed to put traffic laws into effect and to make other aspects of a balanced traffic safety program more effective.

The Simple Fact

Enforcement saves lives.

States with the best law enforcement records usually have lower accident rates. But there is still room for improvement. According to the latest edition of *Accident Facts*, published by the National Safety Council, 62 drivers out of 100 involved in fatal traffic accidents in 1958 were violating one or more laws. In all accidents, the experience was somewhat better; 55 drivers out of 100 were violating. For both fatal and all accidents, the violation record was worse in rural areas than in urban areas.

Accidents involving a violating driver totalled 83 out of 100 for fatals and 88 out of 100 for all accidents.

Improve that record—and increased enforcement *can* improve it—and fewer lives will be lost on the nation's roads.

What Is Enforcement ?

IT IS NECESSARY that the mission of law enforcement be understood so that its efforts can be intelligently directed, operated and evaluated against accident experience.

Its primary mission is to protect the public from the acts of a minority in traffic who, through their actions, will destroy property, injure and kill unless they are controlled.

Such persons may be, at best, ignorant, thoughtless, immature, or, at worst, under the influence of drugs or alcohol, physically and/or mentally unfit or completely without proper driving skills. Whatever the reason, such people must be controlled.

It Does This By . . .

- Creating respect for all laws. This is especially important for young people. If traffic laws are not enforced and can be violated with impunity, then the public may think that other laws can be violated without penalty also.
- Placing in the public record the names of those with violation experience and accident involvement. In this way a driver license agency can take action to improve a driver's violation and accident record. One means of so doing is the *point system* which is now in use in a majority of states. Traffic convictions and accident involvements are assigned numerical values, and when a driver accumulates a specified number of points he is called in for an examination by the driver license agency. Corrective action may consist of compulsory driver training or license suspension.
- Having officers on patrol. The mere presence of patrols acts as a deterrent to violations—especially so when an officer is seen taking enforcement action against a violator.
- Preventing potential accidents. Reckless, drunk or drugged drivers, for example, can be removed from the road *before* they involve other innocent road users in accidents.
- Issuing precautionary warnings and instructions to drivers in times of emergency.

Who Enforces ?

THE PART of the enforcement arm which deals with the violator is the police officer on the street. In larger cities where specialized traffic units are set up, a great deal of traffic enforcement is expected from these units, and a lesser amount is expected from regular patrol officers. In smaller cities where there is no specialization, all department personnel are counted on for traffic law enforcement.

Enforcement officers are observers, reporters, apprehenders, action takers, temporary custodians and guardians, witnesses and traffic directors.

They are not on the job to raise revenue for the city through traffic fines or to scold and embarrass drivers and walkers.

Their job is the preservation of human life. Your life.

Enforcement efforts are most productive when accident experience, by time, place and cause determines the where, when and why of heavy enforcement.

Finally, each citizen enforces the law, by his own example, simply by obeying the law.

(Reprints of this Fact She

A Measure of Success

A CERTAIN amount of enforcement effort must be maintained at all times. This effort can be related to accident experience, with particular emphasis on severity. A method known as the *enforcement index* is used to measure quantity of enforcement.

Over a given period of time, the number of traffic law convictions with penalty for hazardous violation is divided by the number of fatal and personal injuries. The result is known as the *enforcement index.*

The annual Traffic Inventory, in the police traffic supervision section, uses the following enforcement index as desirable in the different population groups:

5,000-100,000—Enforcement Index 20

100,000 and over—Enforcement Index 25

States—Enforcement Index 20

AT THE STATE LEVEL, THE NATIONAL ENFORCEMENT INDEX AVERAGE IS 14.

There is room for improvement.

Popular Misconceptions.

1. All you have to do to eliminate the traffic problem is to pass traffic laws.

   Not true—traffic laws are only effective when put into effect.

2. Traffic law enforcement, if supplied in sufficient quantity, will do the job alone.

   Not true—Action Program is the accepted way. Enforcement is a highly important part of this program, but not the only one. Without good laws, courts, education and public support, enforcement effectiveness will be reduced drastically.

3. Traffic law enforcement consists of arrests only.

   Not true—enforcement is any action or activity which translates an abstract law into effect.

A Check List

CAN your community say *yes* to these questions?

Traffic violations which result in accidents receive immediate enforcement action? ☐

Pedestrian enforcement action is maintained

1. Against pedestrian violators? ☐
2. Against motorists failing to yield right of way to pedestrians? ☐

Modern enforcement tools used include

1. Chemical tests for intoxication? ☐
2. Radar and electronic speed measuring devices? ☐
3. Airplanes, helicopters? ☐
4. Uniform no-fix citations? ☐
5. Court days for officers? ☐

Signs and signal markings are all uniform, visible and enforceable? ☐

Community participates in the Annual Inventory of Traffic Safety Activities conducted by the National Safety Council? ☐

A good enforcement program needs public support.

Are the following points true of your community's enforcement program—and is the public aware that they are true?

1. Enforcement is a well planned program—not hit or miss. ☐
2. Traffic laws are being enforced because community wants it. ☐
3. Traffic laws and enforcement policies are reasonable and fair, with main emphasis on accident causing violations ☐
4. Roadways are under constant police surveillance. ☐
5. Observed violations will bring quick and positive enforcement action. ☐
6. Resulting court action will be certain and adequate for the violation and results. ☐
7. Records are kept of violation and accident involvements, and resulting actions taken by drivers license agency include, if necessary, license suspension or revocation. ☐

available. See page 28.)

BOOSTERS

USE THESE AIDS . . .

Boat Trailers (329.96-2)
Driver Improvement Schools (329.96-3)
Traffic Law Uniformity (329.96-4)
Use of Turn Signals (329.96-5)
Your Responsibility in an Auto Accident (329.96-7)
The Man with a License to Kill (329.96-8)
Drinking and Driving (329.96-9)
Vote for Driver Education (Driver Education in High School) (329.96-10)
Stopping Distances (329.96-11)
How to Park Your Car (329.96-12)
Driving on Superhighways (329.96-13)
Children in the Car (329.96-14)
Traffic Courts on Trial (329.96-15)
Tips on Mountain Driving (329.96-16)
Is Your Car Sick, Sick, Sick? (Vehicle Maintenance) (329.96-17)
Smart Drivers Use Seat Belts (329.96-18)
Driving Tips From the Pros (329.96-19)
Yield Signs and Flashing Lights (329.96-20)
Uncontrolled Intersections (329.96-21)
Chemical Tests Protect You (329.96-22)
It's Called City Driving (329.96-23)
The Case For Traffic Enforcement (329.96-24)
Traffic Accident Facts (329.96-25)

Order by title and stock no., e.g. **Boat Trailers** (329.96-2). NSC reprint prices: pkgs. of 50, $3.90; 100, $5.35; 500, $15.00; 1000, $28.00. Subject to 10 per cent member discount.

WINTER DRIVING

FILMS

How to Drive on Snow and Ice—12½ min., b&w. Describes the principles of safer driving under severe winter conditions. Seiberling Rubber Co., Akron 9, Ohio.

Don't Skid Yourself—13 min., b&w. Produced in cooperation with the National Safety Council's committee on winter driving hazards. Realistically dramatizes basic safety rules for winter driving by showing how rules are evolved through tests. Tests make up much of the film, and the varied and interesting conclusions drawn from them vividly point up need for precautions and care when driving on ice and hard packed snow. Aetna Life Affiliated Companies, Public Education Dept., Hartford 15, Conn.

Winter Blunderland — 20 min., color and b&w. Shows numerous winter driving faults and suggests corrective measures. Also available in French version. Alfred J. Farone, Inc., 63 Putnam St., Saratoga Springs, N. Y.

Safe Driving In Bad Weather—17 min. ea. (2 parts), b&w. Covers precautions and safe driving techniques for trucks on snow and ice. Part 1—Light Vehicles; Part 2—Heavy Vehicles. Department of the Air Force, Hqtrs. U. S. Air Force, Washington 25, D. C.

NSC AIDS

How To Winter-Wise Your Driving—An interesting booklet that provides the latest information on starting, stopping, and other aspects of winter driving—as determined in actual testing by the committee on winter driving hazards. Two colors, 16 pages, 3¾" x 8". Stock No. 399.69. Minimum order 50. Each: 50, $.065; 500, $.055; 1,000, $.05; 5,000, $.04; 10,000, $.037; 20,000, $.035.

How To Go On Ice and Snow—In brief form this booklet covers all the important factors in safe vehicle operation under hazardous winter conditions. Eight pages, two colors, illustrated, 3½" x 6½". Stock No. 399.60. Minimum order 50. Each: 50, $.06; 500, $.055; 1,000, $.05; 5,000, $.047; 10,000, $.046; 20,000, $.044.

How To Be a Better Winter Driver—A short, informative booklet, also based on tests conducted by the committee on winter driving hazards, which can take the skidding out of winter driving. Two colors, illustrated, 8 pages, 4" x 8". Stock No. 399.62. Minimum order 50. Each: 50, $.06; 500, $.055; 1,000,

MATERIALS

ORDERS FOR POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER JANUARY 1

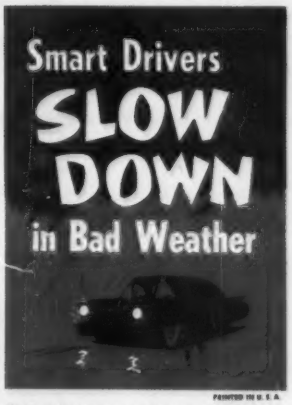
$.05; 5,000, $.047; 10,000, $.046; 20,000, $.044.

Winter Driving—Safety Education Data Sheet No. 30. A four page wrap-up of the whole problem of winter driving. Statistics to show the seriousness of winter driving, as well as suggestions on how to improve winter driving. Stock No. 429.04-30. Minimum order 10. Each: 10, $.06; 100, $.05; 1,000, $.044; 5,000, $.041.

Fog, Rain, Snow—A safety instruction card, pocket size, which lists, point by point, safe practices in motor vehicle operation during bad weather conditions. 3" x 5". Stock No. 191.04-828. Minimum order 50. Each: 50, $.025; 500, $.023; 1,000, $.022; 5,000, $.021; 10,000, $.02.

Include title and Stock No. in all orders.

TRAFFIC POSTERS FOR FEBRUARY POSTING



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T-1777-C 25x38
T-1778-A 8½x11½

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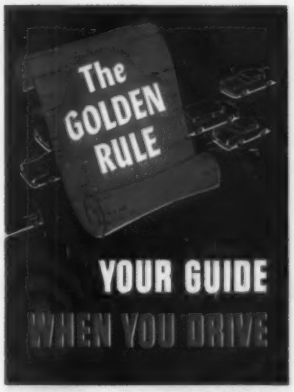
T-1779-B 17x23



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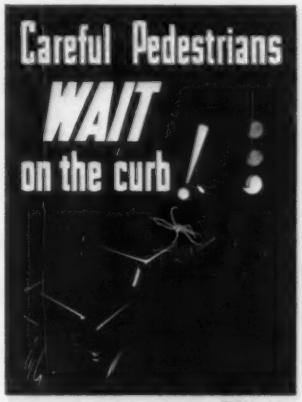

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T-1528-B 17x23

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number

	1-9	10-99	100-999	1000-4999*
A Size	$0.17	$0.12	$0.07	$0.06
B Size	.30	.20	.165	.132
C Size	.40	.30	.24	.22

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on October posters above must be received by September 15, 1959.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS

FLEET POSTERS

POSTER PRICES

Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1 set only, $10.80; 2-9 sets, $9.30; 10 or more sets $8.20.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

	1-9	10-99	100-999	1000-4999*
A size, any selection	.17	.12	.07	.04
B size, any selection	.32	.23	.195	.155

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.

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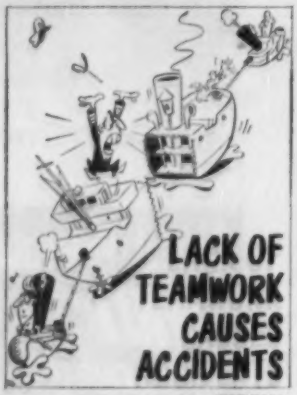

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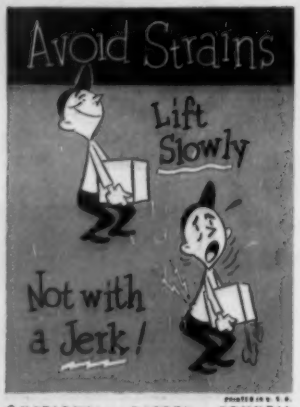

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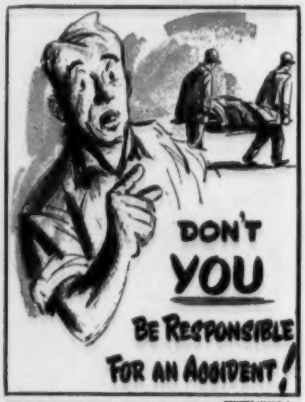

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0976-B 17x23

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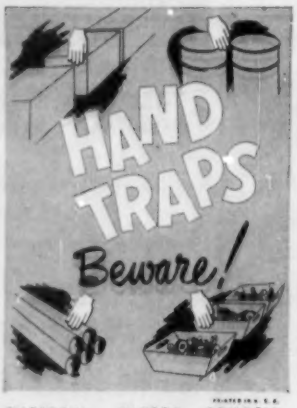
1344-A 8½x11½



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0748-B 17x23

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0907-A 8½x11½

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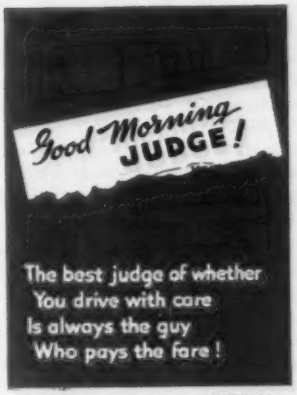

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SAFETY BELTS CATCH ON

Survey shows decided increase in commercial vehicle use of belts—mostly by passenger car fleets

by Murray D. Segal

FLEETS are warming up to safety belts.

This was proved in a recent poll conducted by the National Safety Council among its members who operate motor vehicle fleets.

The facts disclosed in this survey contrast dramatically with facts disclosed in a similar study of Council fleet members conducted in 1957.

In the earlier study, fleet operators and drivers both looked on safety belts with a wary eye. They were not convinced that the belts were valuable. In fact, many of them felt that a belt would trap a driver involved in an accident.

This attitude apparently is changing.

Of 198 fleets answering questionnaires in the recent survey, 103—or 52 per cent—state that some or all of their vehicles are equipped with belts. Of the total sample of 66,488 motor vehicles, 11,155—or 16.8 per cent—are equipped with belts. A breakdown shows that 36.4 per cent of passenger cars and 3.2 per cent of trucks have them.

Use of belts in passenger car fleets has come a long way since 1957, when only 33 of 173 fleets or 20 per cent replying to the questionnaire said they used belts—mostly on passenger cars. Only 3 per cent reported use of belts on trucks.

Truck fleet use is still lagging far behind passenger car fleet use. Small fleets are showing more interest than large fleets. Average size of truck fleets totally or partially equipped with belts is 98 trucks—not equipped, 268.

In 1957, companies that had installed belts complained frequently that drivers would not use them. Here's the picture today—38.8 per cent of the replies from fleets equipped with safety belts show that the majority of their drivers *always* use the belts, 43.7 per cent that the majority use them sometimes, and only 12.6 per cent that the majority seldom use them.

Not only are more drivers using the safety belts when provided, but they often beat the drums for belt installation. In 22.3 per cent of the fleets whose drivers are consistently using the belts, the drivers themselves suggested the installation.

However, in most companies management must do a selling job to get acceptance and consistent use. This is true even when use of the belts is mandatory, as it is in 15.3 per cent of the fleets reporting use.

Of the fleets receiving driver cooperation, 36.5 per cent credit their success to general educational programs. Such programs make use of posters, bulletins, home mailings, safety talks highlighted by photos and demonstrations, movies, employe publications and all the usual means of employer-employe communication.

One company conducts personal discussions with each driver several times a year.

Another fleet uses a little non-gentle persuasion. It is a company regulation that if a unit is equipped with belts, any driver involved in an accident who is not using his belt at the time of the accident must explain his negligence. The explanation is a deciding factor in determining the driver's responsibility for the accident.

An important device for gaining acceptance is the practice of issuing regular reports on known accidents in which belts could have saved lives—or did save them. These have most impact when accidents involve the home fleet.

Police departments have had success with this technique.

The Texas Department of Public Safety includes in its fleet safety materials for drivers brief descriptions of accidents, stating whether the driver was or was not wearing his safety belt.

"We have had no serious injury or fatality where drivers were using safety belts when involved in major accidents," the department states. "We had one accident in which our car spun out of control on a curve in pursuit and turned over. The driver, who was not wearing his safety belt, was thrown out of the car and spent several days in the hospital with a brain concussion and other injuries. His partner, seated in the right front seat, had his safety belt fastened and sustained no injuries except a small cut and bruise over the right eye."

The police department of Grand Rapids, Mich., reports: "The greatest single factor in achieving acceptance has been supervision. In addition, we had one particularly bad personal injury accident involving one of our patrolmen who was not using his belt.

Murray Segal is traffic engineer for the National Safety Council's traffic operations division.

The absence of the belt and its consequent result had a salutary influence on the rest of our people."

While most fleets have not had enough experience to roll up a significant number of statistics, the survey discloses many instances in which belts are credited with saving lives.

The safety director of Consumers Cooperative Association, Kansas City, Mo., reports: "We have had seven cases where the use of seat belts has saved employes from serious injury, and in four of these cases the accident might have resulted in fatality." Consumers operates a fleet of 102 passenger cars, all equipped with belts.

General Petroleum Drilling Co., Ltd., Calgary, Alberta, Canada, has had similar experience. "Previous to use of belts we had two drivers fatally injured in company transport, where it was almost sure that had belts been in the transport lives could have been saved. Since belts have been used, we have had two cases in which it has been proved that belts did save our employes' lives." This company has a fleet of 26 cars and 75 trucks. All are equipped with belts, which employes are required to wear.

And here's a testimonial from a public service company in the Southwest which operates 155 passenger cars and 356 trucks, all equipped with belts. "We have had two cases where we are quite sure there would have been a serious injury or possible death but for safety belts."

In addition to the actual saving of life in a crash, belts are credited with other advantages.

Users frequently say that belts reduce back ache and fatigue on long trips and give the driver a sense of security. One company, whose passenger car and truck fleets are completely equipped with belts, says its drivers have reported incidents in which they have been able to avoid accidents because their belts held them in position, enabling them to control their vehicles.

But let's look at the other face of the coin—the fleets not sold on safety belts.

As previously stated, many of these are trucking fleets. Among these, the following comments are frequent: "drivers show no desire for them," "we've asked drivers, they don't want them," and "drivers won't use."

Typical is the following, from an operator of 151 passenger cars and 478 trucks: "About three years ago we attempted to sell the use of belts and placed them in a few of our 'pool' cars. Our efforts were to no avail. The belts were seldom used, principally because of their inconvenience."

Some drivers and fleet operators feel that belts are unsuited to the trucking operation—that a heavy truck's weight offers enough protection.

Acceptance is slow in fleets whose operation primarily involves low speed urban stop-and-go type driving. Such fleets account for the largest percentage (35.9 per cent) of those not using safety belts. They believe that belts are impractical for them—the constant buckling and unbuckling becomes an irritant and slows down service.

Apathy and general indifference is admitted by 16.8 per cent of the fleets not using belts, while 14.7 per cent are still not convinced of their value. Because of a low accident rate in the past, 8.4 per cent do not see the need for belts; 6.3 per cent do not use belts because they are not able to enforce their use by drivers. Only 2.1 per cent consider the cost an overriding disadvantage.

Clearly, there is need for an educational campaign to convince both drivers and operators of these fleets that belts are life savers.

But much progress has been made since 1957, and much greater progress can be expected in the future.

Many fleets are now completely equipped with safety belts. Others are routinely equipping new vehicles as they are placed in service and are providing belts on old vehicles when requested by the drivers. Management is becoming increasingly aware of the value of safety belts and is stepping up its efforts to stimulate driver acceptance. Drivers, too, are showing an encouraging swing to safety belt use.

If this trend continues, it is reasonable to expect that in the not-too-distant future safety belts will become a standard item of motor vehicle protective equipment comparable to the industrial worker's hard hat and safety shoes.

Truck KO'd, Driver OK

This Swift truck did two barrel rolls and was completely wrecked after being hit by an oncoming truck which was running a stop light. Thanks to his safety belt, the driver was unhurt. The other driver, who was not wearing a safety belt, suffered severe injuries.

NEEDED—MORE INTEREST IN OFF-THE-JOB PROGRAMS

by W. E. McKeldin

STATISTICS indicate the seriousness of the off-the-job safety problem and the need for something to be done about it. The question then is: "Why should the motor transportation industry be interested in off-the-job safety?"

We all have seen newer phases of industrial safety spur safety experts into action that has eliminated or minimized serious hazards and unhealthful conditions. The subject of off-the-job safety, however, is peculiar in that industry has been well aware of the problem for many years but has been slow to fully realize the value of increasing its interest.

Perhaps industry has wanted to clean its own back yard first or, possibly, there has been a certain degree of reluctance on the part of industry to become involved in employes' private lives.

The dock foremen and dispatchers could have told us many years ago that production suffers just as much when an employe is injured *off* the job as when he is injured *on* the job, and that more employes *are* injured off the job.

In the past few years other industries have come to realize the benefits waiting to be reaped by increasing interest in off-the-job safety. There is not another area of safety in industry in which more returns can be realized for every unit of effort and money spent.

Essentially, the advantages are identical to advantages of on-the-job safety programs.

The first phase of our task in exploring the field of off-the-job safety is to sell ourselves and other management personnel on the need for interest in off-the-job safety. Convincing points, or sales weapons, can be summarized:

1. Increases production.

a. Reduces absenteeism due to injury to the employe or his family.

b. Lowers labor turnover.

c. Reduces number of partially incapacitated employes producing less upon return to work.

d. Lessens amount of defective work by the substitute employes.

e. Decreases work load placed on supervision.

2. Reduces costs.

a. Lowers insurance costs, which many companies now partially or fully assume.

b. Diminishes overtime costs.

c. Brings down training costs.

d. Cuts costs in departments such as medical, employment, and training.

e. Reduces on-the-job accident costs. Off-the-job safety complements on-the-job safety programs.

f. Lessens cost of rehabilitation.

3. Displays industry's interest in humanitarian efforts.

a. Reduces pain and suffering.

b. Enhances welfare of the community.

c. Improves employe relations and morale.

d. Promotes employee and family good will and interest in the company.

Industry currently cooperates with or participates in Red Cross; civic affairs; community welfare; local, state, and federal projects, and other efforts. With an increased wave of vigor industry adds its interest in off-the-job safety.

W. E. McKeldin is safety supervisor, Westinghouse Electric Corp., Philadelphia, Pa.

Interest in safety is world-wide, and it could hardly be better reflected than by this highway safety and traffic study team from Yugoslavia which visited National Safety Council headquarters in Chicago recently. During their six-week stay in the United States, the men visited law enforcement agencies, transportation firms and safety groups in various Eastern and Midwestern cities in order to study methods used in this country to promote highway safety.

In photograph above, Alfred C. Finch, manager of the National Safety Council's Motor Transport Department, talks to the group on the Council's accident prevention program for professional drivers. The two interpreters for the group are at Finch's right.

LICKING NOVEMBER JITTERS

by Joseph T. Jenkins

LOOKING for something new in safety campaigns? If so you may be interested in one we came up with at Mason and Dixon to combat our annual November accident rise.

Early in the fall of 1958 the safety department began to get the November jitters. Our vehicular accident and personal injury frequency ratio have always gone up in November, making it the worst month in the year for accident prevention. We figured this year would probably repeat the pattern.

A planning session was called in an attempt to find some means of keeping our people on the alert. The usual types of merchandise contests were reviewed and advice was sought from professional safety organizations. All sources recommended a safety contest.

We felt that the usual award contest had been over worked and could in all liklihood be counted on to do nothing but flop, making November more miserable than usual.

Then one of the men came up with an idea based on a well known radio and television cigarette advertising campaign. A campaign that centers around the thrill of answering a challenge. We adapted their slogan to our need and the November contest was on its way. Here was the idea. We would directly challenge our employes to make good our belief that they were the best in the trucking industry. The title of the contest would be: "They say it can't be done—but we can do it!"

The following statements would constitute the punch lines: "Safety experts say that a company the size of the Mason and Dixon Lines cannot go one month without an accident or injury. We disagree with them. Knowing that you are the best group of employes in the business, we say—YOU CAN DO IT."

Joseph T. Jenkins is director of safety for the Mason and Dixon Lines.

The only reward offered would be a silver trophy to each terminal that complied.

Management was consulted and accepted the program wholeheartedly. We began to fill in the details. President E. William King would mail a personal letter to the home of each employe explaining the program. On October 27 all of management would start wearing a white three inch plastic badge bearing the caption in red: "They say it can't be done." As the employes began asking for an explanation they would be given a badge. On the first of November, posters, bumper stickers, handout cards, and wash stickers would be distributed as each supervisor held a brief meeting with his work unit. Our company newspaper would carry the story. The president would mail a follow-up letter on November 15.

A Family Affair

The program went off on schedule, and November was ushered in with everyone wearing a badge. The campaign spread into the homes. Employe's children wore the badges to school and on the playgrounds. It was the best publicized accident prevention effort the company ever made. Although we have only 1,800 employes, 3,000 badges were issued. The total cost of materials was actually $486.75. We had no way to measure the amount of time expended, but it was substantial.

We hoped that the contest would achieve the impossible, but were prepared to consider the effort a success if the frequency rates would be lowered in any degree. Daily reports were received from all terminals, and bulletins were issued weekly to keep everyone informed. Shortly after midnight on November 1 a vehicular accident occurred. It looked as though the contest would not get off the ground. However, the accident stiffened the men's determination and they stepped up their efforts. The result was a November performance that even we thought "couldn't be done."

Seventeen of our 28 terminals actually achieved perfect records and received their silver trophies for the employes' lounges.

Eighteen hundred employes went the entire month without a lost time injury and only six first aid cases were recorded.

The city pick-up and delivery drivers reduced their frequency rate by 55 per cent in comparison with previous Novembers. All the city vehicular accidents were minor—total cost was only $336.12.

The road drivers did not do as well but still were able to reduce their frequency rate by 35 per cent, and not a single major accident was recorded. Total cost of road accidents was less than $3,000.

It wasn't really a new contest but it proved that when everyone was conditioned to safety awareness, amazing results could be achieved. The employes were surprised at what they really could do. It gave them a new spirit and they went on to make the month of December an even greater success, as 23 of the 28 terminals scored perfect records!

This concentrated effort in November and its December follow-through lowered our over-all frequency rates and gave us a better record than had been achieved in 1957. In the final analysis, it is evident that when there is complete two-way communication between management and employes an "esprit de corps" is created capable of accomplishing any job. Each person felt that he was an important part of a common enterprise and that he could not fail his fellow workers nor his company. Furthermore, the contest was initiated and carried off with the light touch, many smiles and much good humor as a wager against ourselves and our own record. Everyone played the game and a lot of fun was had by all.

INTER-INDUSTRY ELECTS OFFICERS

Charles C. Freed, J. B. Wagstaff and Victor Holt, Jr., were re-elected chairman, vice chairman, and secretary-treasurer, respectively, of the Inter-Industry Highway Safety Committee at the annual meeting of the committee's board of directors.

M. R. Darlington, Jr., continues to serve as managing director and assistant secretary to the board.

Freed is a director and past president of the National Automobile Dealers Association, a DeSoto-Plymouth Dealer in Salt Lake City, Utah, and a distributor in the inter-mountain area. Wagstaff is vice president and director of corporate sales of Chrysler Corporation. Holt is executive vice president of the Goodyear Tire and Rubber Co.

In addition to the three officers, board members elected to the Executive Committee were H. L. Galles, Jr., president of the National Automobile Dealers Association, W. F. Hufstader, vice president, General Motors Corporation, K. R. Schaal, president of the National Tire Dealers and Retreaders Association, and H. D. Tompkins, vice president of the Firestone Tire and Rubber Co.

In accepting the chairmanship for another year, Freed asserted the committee's intention to continue concentrating its action programs in three major areas of operation—vehicle condition, the young drivers of the nation and an improved highway system.

The board of directors proposed expansion of industrial vehicle safety-check programs for employes, to help reduce off-the-job accidents, as a particular area of concentration in the coming year.

People in the News

▸ Edward H. Bovich, NSC district director for Pennsylvania, has resigned from the Council to become executive director of the Greater Wyandotte Board of Commerce.

Prior to joining NSC, Bovich spent six years as a special agent for the Federal Bureau of Investigation.

▸ Mrs. Lennie L. Humphries has retired as manager of the Jacksonville-Duval County Safety Council. She has been succeeded by John G. Dugiod, formerly of the Jacksonville Health Department.

▸ William A. Feathers has resigned as managing director of the Seattle-King County Safety Council to join the architectural firm of Stiles and Robert Clements. He has been succeeded by Ray Norwood, secretary-manager of the San Joaquin Safety Council since 1956.

BAUGHMAN SALT, SAND and CINDER SPREADER

SAFETY CHAMPION FOR STREETS AND HIGHWAYS
choice of 4 drives

PTO with { Mechanical Operation / Hydraulic Operation | **Auxiliary Engine with** { Mechanical Operation / Hydraulic Operation

CAB CONTROLLED VACUUM CLUTCH PERMITS SPOT SPREADING (on mechanical operation)
Completely sealed, vacuum operation, controlled from cab. Start or stop spread in motion, as at intersections, safety zones. On hydraulic operation models, spot spreading is controlled by by-pass valve.

TWO-SPEED "QUICK CHANGE" MECHANISM
Simple sprocket and chain drive: low for chemical spreading, high for large-volume spreading. No need for expensive automotive transmission. On hydraulic opetation models, spreading volume is valve controlled.

MODEL K5-SC

WRITE FOR ICE CONTROL BULLETIN A-408-B

BAUGHMAN MANUFACTURING COMPANY
229 SHIPMAN ROAD • JERSEYVILLE, ILL.

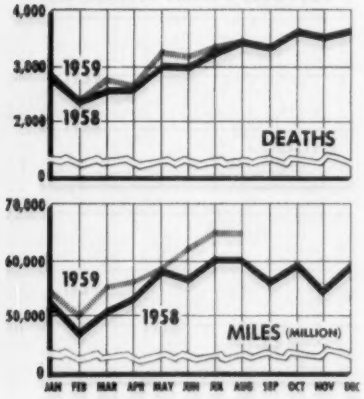
Circle Item No. 6—Reader Service Card

From Page 8

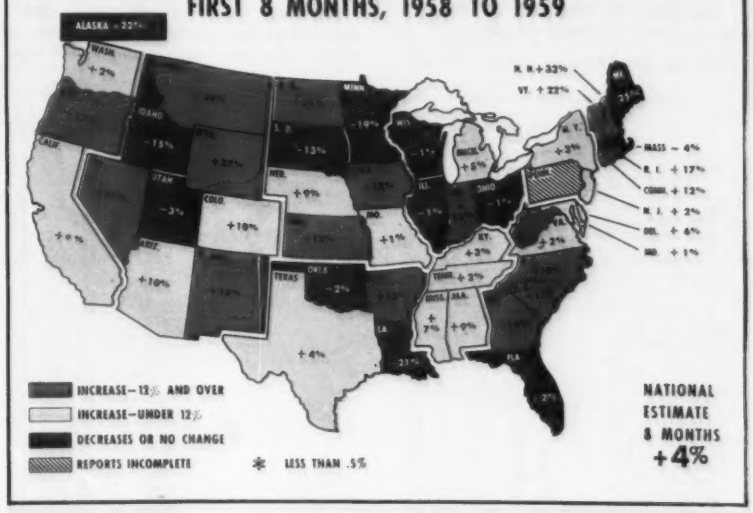
ranked according to the number of deaths per 10,000 registered vehicles were:

	Reg. Rate	Pop. Rate
Group I (Over 1,000,000)		
Detroit, Mich.	2.7	8.6
Philadelphia, Pa.	2.7	6.4
Los Angeles, Calif.	2.8	14.8
Group II (750,000 to 1,000,000)		
St. Louis, Mo.	2.3	8.2
Washington, D. C.	2.7	6.9
Cleveland, Ohio	2.9	9.2
Group III (500,000 to 750,000)		
Minneapolis, Minn.	1.4	5.8
Seattle, Wash.	1.7	8.1
Milwaukee, Wis.	1.9	6.8
Group IV (350,000 to 500,000)		
Indianapolis, Ind.	1.8	8.4
Columbus, Ohio	2.0	6.9
Denver, Colo.	2.0	9.5
Group V (200,000 to 350,000)		
Rochester, N. Y.	0.4	1.7
Wichita, Kan.	0.8	4.7
Toledo, Ohio	0.9	3.9
Group VI (100,000 to 200,000)		
Yonkers, N. Y.	0.3	0.8
Lincoln, Neb.	0.3	1.3
Canton, Ohio	0.5	2.4
Group VII 50,000 to 100,000)		
Racine, Wis.	0.0	0.0
Terre Haute, Ind.	0.0	0.0
Evanston, Ill.	0.0	0.0
Group VIII (25,000 to 50,000)		
Wyandotte, Mich.	0.0	0.0
Vancouver, Wash.	0.0	0.0
Boise, Idaho	0.0	0.0
Group IX (10,000 to 25,000)		
Boulder, Colo.	0.0	0.0
Englewood, Colo.	0.0	0.0
Santa Cruz, Calif.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1958-1959



CHANGES IN MOTOR-VEHICLE DEATHS
FIRST 8 MONTHS, 1958 TO 1959



MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES				
					Corresponding Month			4 Mos. Mov. Ave.*	
	1956	1957	1958	1959	1956-1957	1957-1958	1958-1959	1957-1958	1958-1959
January	2,954	2,882	2,770	2,830	— 4%		+ 2%		— 1%
February	2,652	2,508	2,360	2,380	—10%		+ 1%		— 1%
March	2,940	2,843	2,560	2,760	— 6%		+ 8%		+ 1%
April	2,970	2,933	2,580	2,680	—10%		+ 4%		+ 4%
May	3,094	3,065	3,010	3,220	+ 4%		+ 7%		+ 5%
June	3,338	3,302	3,000	3,150	— 6%		+ 5%		+ 6%
July	3,555	3,308	3,210	3,340	— 6%		+ 4%		+ 5%
August	3,535	3,635	3,450	3,450	— 2%		0%		+ 4%
8 Mos.	25,038	24,476	22,940	23,810	— 5%		+ 4%		
September	3,653	3,365	3,330			— 1%		— 5%	
October	3,476	3,466	3,600			+ 3%		— 1%	
November	3,603	3,620	3,510			— 4%		— 1%	
December	3,858	3,775	3,620			— 3%		— 1%	
Total	39,628	38,702	37,000						

All 1956 and 1957 figures are from the National Office of Vital Statistics. The 1958 and 1959 figures are National Safety Council estimates.

The 1959 national estimate is arrived at by assuming that the percentage change from 1958 to 1959 in the states reporting for both years reflects the 1958-1959 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1959 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the August figure shows the change between the totals for May-August 1958 and May-August 1959, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included, nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1959 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1958 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have eactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1959 compared with 1958.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Eight Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
ALL REPORTING CITIES				2.2	8.4
Group I (1,000,000 and over)					
1. Detroit, Mich.	110	95	114	2.7	8.6
2. Philadelphia, Pa.	89	99	106	2.7	6.4
3. Los Angeles, Calif.	222	230	256	2.8	14.8
4. Chicago, Ill.	189	191	202	2.8	7.6
5. Baltimore, Md.	66	78	65	3.1	9.6
All cities in this group				3.4	8.9
6. New York, N. Y.	444	384	360	4.8	8.5
Group II (750,000 to 1,000,000)					
1. St. Louis, Mo.	47	34	51	2.3	8.2
2. Washington, D. C.	38	37	44	2.7	6.9
All cities in this group				2.8	9.0
3. Cleveland, Ohio	57	58	75	2.9	9.2
4. San Francisco, Calif.	60	39	54	3.1	11.6
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	20	28	24	1.4	5.8
2. Seattle, Wash.	31	42	27	1.7	8.1
3. Milwaukee, Wis.	32	25	25	1.9	6.8
4. Buffalo, N. Y.	30	39	35	2.0	7.6
5. Pittsburgh, Pa.	29	42	31	2.1	6.4
6. Dallas, Tex.	42	48	42	2.2	10.8
All cities in this group				2.4	9.3
7. Cincinnati, Ohio	37	31	39	2.7	9.6
8. Houston, Tex.	76	61	62	2.9	16.0
9. Boston, Mass.	36	37	31	3.1	7.5
10. New Orleans, La.	38	43	52	3.2	9.5
11. San Diego, Calif.	47	56	39	3.8	14.1
Group IV (350,000 to 500,000)					
1. Indianapolis, Ind.	26	21	23	1.8	8.4
2. Columbus, Ohio	22	28	38	2.0	6.9
3. Denver, Colo.	30	27	23	2.0	9.5
4. Memphis, Tenn.	20	16	19	2.1	6.1
5. Portland, Ore.	29	24	26	2.2	10.6
6. San Antonio, Tex.	33	32	39	2.4	10.9
All cities in this group				2.7	10.5
7. Louisville, Ky.	30	32	23	3.0	11.0
8. Oakland, Calif.	31	30	32	3.1	12.1
9. Kansas City, Mo.	33	22	20	3.4	10.3
10. Birmingham, Ala.	32	24	25	3.5	13.4
11. Atlanta, Ga.	56	46	52	4.6	17.1
Group V (200,000 to 350,000)					
1. Rochester, N. Y.	4	13	15	0.4	1.7
2. Wichita, Kan.	7	9	12	0.8	4.7
3. Toledo, Ohio	9	12	22	0.9	3.9
4. Flint, Mich.	9	10	11	1.3	6.3
5. Norfolk, Va.	8	15	6	1.3	4.1
6. Syracuse, N. Y.	8	9	5	1.5	5.6
7. Grand Rapids, Mich.	12	10	13	1.6	8.5
8. Oklahoma City, Okla.	16	18	12	1.6	8.4
9. Dayton, Ohio	14	15	17	1.6	7.0
10. Providence, R. I.	10	12	14	1.6	6.0
11. St. Paul, Minn.	16	24	18	1.7	7.7
12. Long Beach, Calif.	18	21	38	1.8	8.0
All cities in this group				1.8	8.1
13. Richmond, Va.	15	17	12	2.0	9.5
14. Miami, Fla.	29	30	26	2.1	16.8
15. Fort Worth, Tex.	23	19	20	2.2	10.5
16. Tampa, Fla.	20	17	14	2.4	11.1
17. Akron, Ohio	21	32	40	2.5	10.2
18. Jacksonville, Fla.	18	26	14	2.8	10.8
19. Omaha, Neb.	22	17	16	2.9	11.9
20. Worcester, Mass.	15	8	9	4.0	11.1
Group VI (100,000 to 200,000)					
1. Yonkers, N. Y.	1	3	4	0.3	0.8
2. Lincoln, Neb.	1	2	3	0.3	1.3
3. Canton, Ohio	2	6	9	0.5	2.4
4. Peoria, Ill.	2	5	6	0.5	2.6
5. Saginaw, Mich.	2	3	10	0.6	2.7
6. Rockford, Ill.	3	3	10	0.7	3.8
7. South Bend, Ind.	3	3	5	0.7	3.4
8. Hartford, Conn.	3	1	2	0.8	2.4
9. Waterbury, Conn.	2	3	2	0.8	2.6
10. Corpus Christi, Tex.	4	12	11	0.8	4.1
11. Madison, Wis.	3	4	4	0.9	4.1
12. Erie, Pa.	4	5	9	0.9	4.4
13. Tacoma, Wash.	5	10	11	1.0	4.8
14. Roanoke, Va.	3	3	7	1.0	4.5
15. Trenton, N. J.	5	6	5	1.1	5.9
16. Salt Lake City, Utah	8	13	7	1.2	6.2
17. Springfield, Mass.	5	11	5	1.3	4.5
18. Niagara Falls, N. Y.	3	5	4	1.3	4.4
19. Reading, Pa.	4	7	8	1.3	5.3
20. Montgomery, Ala.	5	2	1	1.4	6.4
21. New Haven, Conn.	5	4	8	1.4	4.5
22. Dearborn, Mich.	7	21	13	1.4	8.1
23. Spokane, Wash.	8	10	9	1.5	6.4
24. Lansing, Mich.	6	6	6	1.5	8.0
25. Elizabeth, N. J.	4	7	11	1.6	5.1
26. Fresno, Calif.	10	7	12	1.7	12.2
27. Utica, N. Y.	4	3	3	1.7	5.8
28. Bridgeport, Conn.	7	3	8	1.7	6.2
29. Arlington, Va.	7	3	6	1.7	6.6
30. Amarillo, Tex.	6	2	6	1.8	9.0
31. Shreveport, La.	9	6	11	1.8	8.4
32. Des Moines, Iowa	11	11	11	1.9	9.0
33. Allentown, Pa.	6	5	4	1.9	8.1
34. Berkeley, Calif.	6	7	1	1.9	7.6
35. Fort Wayne, Ind.	10	5	8	1.9	9.8
All cities in this group				1.9	8.7
36. Savannah, Ga.	7	4	9	2.0	8.0
37. Nashville, Tenn.	11	15	8	2.0	9.5
38. Pasadena, Calif.	9	9	15	2.1	11.8
39. Little Rock, Ark.	7	6	6	2.1	9.8
40. Kansas City, Kan.	10	4	7	2.2	11.6
41. Evansville, Ind.	10	4	9	2.4	8.9
42. Austin, Tex.	11	4	7	2.4	10.0
43. Duluth, Minn.	7	13	9	2.4	9.9
44. Youngstown, Ohio	11	10	10	2.5	8.9
45. Jackson, Miss.	8	5	4	2.5	10.2
46. Glendale, Calif.	9	4	8	2.5	11.8
47. Sacramento, Calif.	16	10	6	2.6	15.3
48. San Jose, Calif.	17	12	11	2.6	16.1
49. Waco, Tex.	8	3	6	2.7	11.9
50. Gary, Ind.	12	9	15	2.8	10.1
51. Baton Rouge, La.	13	12	5	2.8	12.9
52. Charlotte, N. C.	14	11	9	2.8	13.5
53. Albuquerque, N. M.	19	11	11	3.4	16.7
54. Lubbock, Tex.	13	5	1	3.8	18.6
55. Mobile, Ala.	17	14	15	3.8	14.7
56. Chattanooga, Tenn.	16	15	13	4.2	18.3
57. Hammond, Ind.	11	10	14	4.5	15.1
58. Phoenix, Ariz.	34	23	10	4.6	31.9
Group VII (50,000 to 100,000)					
1. Racine, Wis.	0	1	0	0.0	0.0
2. Terre Haute, Ind.	0	4	1	0.0	0.0
3. Evanston, Ill.	0	0	3	0.0	0.0
4. Oak Park, Ill.	0	1	2	0.0	0.0
5. Dubuque, Iowa	0	0	2	0.0	0.0
6. Bloomfield, N. J.	0	0	1	0.0	0.0
7. Cuyahoga Falls, Ohio	0	2	0	0.0	0.0
8. Charleston, S. C.	0	4	2	0.0	0.0
9. Schenectady, N. Y.	1	4	4	0.3	1.5
10. Colorado Spgs., Colo.	1	3	3	0.3	2.4
11. Binghamton, N. Y.	1	2	6	0.4	1.8
12. San Leandro, Calif.	1	4	4	0.5	2.3
13. Bethlehem, Pa.	1	0	3	0.5	2.0
14. San Mateo, Calif.	1	3	2	0.5	2.3
15. Mansfield, Ohio	1	2	3	0.5	2.9
16. Anderson, Ind.	1	1	3	0.5	3.0
17. Aurora, Ill.	1	1	5	0.5	2.6
18. East Orange, N. J.	1	3	6	0.5	1.7
19. Ann Arbor, Mich.	1	2	0	0.5	2.8
20. New Rochelle, N. Y.	1	2	1	0.6	2.0
21. Portland, Maine	1	5	6	0.6	1.9
22. Lorain, Ohio	1	4	3	0.6	2.5
23. Fort Lauderdale, Fla.	2	4	4	0.6	4.8
24. Wheeling, W. Va.	1	6	6	0.6	2.5
25. Waukegan, Ill.	1	2	1	0.7	3.0
26. Kalamazoo, Mich.	2	4	4	0.7	4.0
27. Euclid, Ohio	1	3	2	0.7	2.4
28. Fullerton, Calif.	1	0	3	0.7	3.0
29. Elmira, N. Y.	1	0	0	0.7	2.8
30. Bayonne, N. J.	1	2	5	0.7	1.9
31. Medford, Mass.	1	1	3	0.8	2.5
32. Muskegon, Mich.	2	2	4	0.9	5.2
33. West Allis, Wis.	1	4	3	0.9	2.4
34. East Chicago, Ind.	1	3	4	0.9	2.5
35. Lancaster, Pa.	2	2	4	0.9	4.4
36. Pontiac, Mich.	3	13	1	0.9	5.4
37. Springfield, Ill.	3	4	1	0.9	5.5
38. Stamford, Conn.	2	3	3	0.9	3.4
39. Battle Creek, Mich.	2	0	4	0.9	5.5
40. Greeneville, S. C.	2	2	3	1.0	4.6
41. Reno, Nev.	2	3	1	1.0	5.7
42. Waterloo, Iowa	2	4	3	1.0	4.3
43. Wilkes-Barre, Pa.	2	4	3	1.1	3.9
44. Asheville, N. C.	2	2	7	1.1	5.7
45. St. Joseph, Mo.	2	2	2	1.1	3.8
46. White Plains, N. Y.	2	1	2	1.1	5.9
47. Springfield, Mo.	3	3	9	1.2	5.6
48. W. Palm Beach, Fla.	3	3	3	1.2	8.8
49. Hamilton, Ohio	3	3	3	1.2	6.2
50. Joliet, Ill.	3	4	5	1.2	7.4
51. Columbia, S. C.	4	1	8	1.3	6.2
52. Orlando, Fla.	6	0	3	1.3	10.1
53. Raleigh, N. C.	3	4	2	1.3	6.4
54. Berwyn, Ill.	2	3	1	1.3	5.7
55. Winston-Salem, N. C.	4	6	9	1.4	6.6
56. Johnstown, Pa.	3	2	4	1.4	7.1
57. Bay City, Mich.	3	1	3	1.5	7.5
58. Pittsfield, Mass.	2	3	2	1.5	5.4
59. Mount Vernon, N. Y.	3	1	1	1.6	5.9
60. Lwr. Merion Twp., Pa.	2	1	1	1.6	5.2
61. Newton, Mass.	4	2	7	1.6	6.9
62. Lincoln Park, Mich.	2	2	4	1.6	5.5
63. Lake Charles, La.	3	5	2	1.6	8.0
64. Las Vegas, Nev.	4	2	0	1.6	11.3
65. Alexandria, Va.	5	3	4	1.7	8.6
66. Jackson, Mich.	4	0	1	1.7	9.8
67. Passaic, N. J.	2	2	3	1.7	5.2
68. Pawtucket, R. I.	3	1	1	1.7	5.2
69. New Britain, Conn.	3	5	1	1.7	5.2
70. Alameda, Calif.	3	1	1	1.7	6.2
71. St. Clair Shores, Mich.	3	2	0	1.7	7.2
72. Santa Barbara, Calif.	4	5	2	1.7	10.8
73. Pensacola, Fla.	4	2	1	1.7	11.8
74. Muncie, Ind.	4	2	2	1.7	9.2
All cities in this group				1.7	7.9
75. Woonsocket, R. I.	2	0	4	1.8	6.0
76. Macon, Ga.	5	1	4	1.8	10.7
77. Waltham, Mass.	2	2	1	1.8	6.0
78. Augusta, Ga.	4	3	1	1.8	8.1
79. Lakewood, Ohio	3	4	2	1.9	6.4
80. Brookline, Mass.	2	4	2	1.9	5.3
81. Santa Ana, Calif.	6	0	1	1.9	13.0
82. Richmond, Calif.	5	4	2	2.0	7.5
83. Portsmouth, Va.	4	2	4	2.1	7.0
84. Wichita Falls, Tex.	5	4	3	2.1	8.3
85. Council Bluffs, Iowa	3	4	1	2.1	8.5
86. Huntington, W. Va.	5	4	3	2.1	8.7
87. Manchester, N. H.	4	2	2	2.1	6.8
88. Sioux Falls, S. D.	4	1	1	2.1	10.1
89. Abilene, Tex.	5	2	2	2.2	12.3
90. Lynchburg, Va.	3	5	4	2.2	8.5
91. Lexington, Ky.	5	5	2	2.2	11.2
92. Topeka, Kan.	8	7	4	2.2	14.5
93. Burbank, Calif.	7	4	3	2.2	11.5
94. Greensboro, N. C.	6	11	9	2.3	11.1
95. Davenport, Iowa	5	2	4	2.3	9.3
96. Warren, Ohio	5	2	3	2.4	11.9
97. San Angelo, Tex.	4	1	5	2.4	10.9
98. Stockton, Calif.	9	8	9	2.4	17.7
99. Santa Monica, Calif.	5	7	7	2.4	9.8
100. W. Hartford, Conn.	3	0	1	2.5	7.7
101. Springfield, Ohio	6	3	2	2.5	10.2
102. Meriden, Conn.	3	1	2	2.6	8.8
103. Columbus, Ga.	7	4	3	2.7	11.7
104. Hampton, Va.	5	13	4	2.8	9.3
105. Decatur, Ill.	8	6	6	2.8	15.2
106. Compton, Calif.	7	9	6	3.0	16.5
107. Green Bay, Wis.	6	2	4	3.1	16.4
108. Tucson, Ariz.	10	5	11	3.1	21.4
109. Norwalk, Conn.	4	3	6	3.2	9.8
110. Miami Beach, Fla.	6	5	5	3.3	17.6
111. Pueblo, Colo.	10	2	5	3.4	18.2
112. San Bernardino, Calif.	13	13	12	3.6	23.5
113. Durham, N. C.	8	4	5	3.6	16.8
114. Atlantic City, N. J.	4	6	4	3.6	9.7
115. Kenosha, Wis.	7	1	1	3.7	16.2
116. Greenwich, Conn.	4	1	8	3.8	11.7
117. Royal Oak, Mich.	10	1	4	3.9	21.0
118. Beaumont, Tex.	14	5	6	4.3	22.3

	Eight Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
119. Tuscaloosa, Ala.	6	2	1	4.4	15.8
120. Charleston, W. Va.	9	2	1	4.5	18.4
121. Fort Smith, Ark.	7	6	9	4.7	17.5
122. Brockton, Mass.	7	5	4	4.7	16.7
123. Sioux City, Iowa	13	5	6	6.0	22.0
124. Warren, Mich.	8	5	4	6.2	18.9
Group VIII (25,000 to 50,000)					
1. Wyandotte, Mich.	**0**	**1**	**4**	**0.0**	**0.0**
2. Vancouver, Wash.	**0**	**4**	**7**	**0.0**	**0.0**
3. Boise, Idaho	0	0	1	0.0	0.0
4. Tallahassee, Fla.	**0**	**4**	**0**	**0.0**	**0.0**
5. Modesto, Calif.	**0**	**5**	**2**	**0.0**	**0.0**
6. Elkhart, Ind.	**0**	**1**	**3**	**0.0**	**0.0**
7. Plainfield, N. J.	**0**	**2**	**1**	**0.0**	**0.0**
8. Newark, Ohio	**0**	**3**	**4**	**0.0**	**0.0**
9. Elyria, Ohio	0	0	1	0.0	0.0
10. Rochester, Minn.	**0**	**2**	**2**	**0.0**	**0.0**
11. Newburgh, N. Y.	**0**	**2**	**1**	**0.0**	**0.0**
12. Bellingham, Wash.	**0**	**2**	**1**	**0.0**	**0.0**
13. Sheboygan, Wis.	0	0	1	0.0	0.0
14. Aurora, Colo.	**0**	**1**	**1**	**0.0**	**0.0**
15. Fargo, N. D.	**0**	**2**	**0**	**0.0**	**0.0**
16. Danbury, Conn.	**0**	**2**	**3**	**0.0**	**0.0**
17. Beloit, Wis.	**0**	**1**	**4**	**0.0**	**0.0**
18. Portsmouth, Ohio	**0**	**2**	**2**	**0.0**	**0.0**
19. West Covina, Calif.	**0**	**3**	**4**	**0.0**	**0.0**
20. Barberton, Ohio	**0**	**6**	**2**	**0.0**	**0.0**
21. Hamtramck, Mich.	**0**	**2**	**2**	**0.0**	**0.0**
22. Michigan City, Ind.	**0**	**4**	**4**	**0.0**	**0.0**
23. Birmingham, Mich.	0	0	2	0.0	0.0
24. Bloomington, Ill.	**0**	**1**	**4**	**0.0**	**0.0**
25. Mt. Clemens, Mich.	**0**	**2**	**2**	**0.0**	**0.0**
26. Burlington, Iowa	**0**	**2**	**3**	**0.0**	**0.0**
27. Jackson, Tenn.	**0**	**1**	**0**	**0.0**	**0.0**
28. Manhattan Bch., Calif.	0	0	1	0.0	0.0
29. Manchester, Conn.	**0**	**2**	**8**	**0.0**	**0.0**
30. Milford, Conn.	**0**	**1**	**3**	**0.0**	**0.0**
31. Fair Lawn, N. J.	**0**	**2**	**0**	**0.0**	**0.0**
32. Park Ridge, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
33. Bristol, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
34. Walla Walla, Wash.	**0**	**2**	**0**	**0.0**	**0.0**
35. Kettering, Ohio	0	0	4	0.0	0.0
36. Manitowoc, Wis.	**0**	**3**	**2**	**0.0**	**0.0**
37. Lockport, N. Y.	**0**	**2**	**2**	**0.0**	**0.0**
38. Petersburg, Va.	**0**	**1**	**2**	**0.0**	**0.0**
39. Provo, Utah	**0**	**2**	**3**	**0.0**	**0.0**
40. Greenville, Miss.	**0**	**1**	**0**	**0.0**	**0.0**
41. Hazel Park, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
42. Burlington, N. C.	**0**	**1**	**2**	**0.0**	**0.0**
43. Watertown, Mass.	0	0	0	0.0	0.0
44. Fairmont, W. Va.	0	0	4	0.0	0.0
45. Shaker Heights, Ohio	**0**	**5**	**0**	**0.0**	**0.0**
46. Grand Forks, N. D.	0	0	1	0.0	0.0
47. Urbana, Ill.	0	0	0	0.0	0.0
48. Webster Groves, Mo.	0	0	2	0.0	0.0
49. Maple Heights, Ohio	0	0	1	0.0	0.0
50. Park Forest, Ill.	0	0	0	0.0	0.0
51. Lackawanna, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
52. Yakima, Wash.	1	1	1	0.5	3.4
53. Redwood City, Calif.	**1**	**2**	**5**	**0.5**	**3.8**
54. Ontario, Calif.	**1**	**3**	**4**	**0.6**	**3.6**
55. Poughkeepsie, N. Y.	**1**	**2**	**2**	**0.6**	**3.7**
56. Lafayette, Ind.	1	0	1	0.6	3.7
57. Whittier, Calif.	1	0	2	0.6	4.7
58. Casper, Wyo.	1	0	0	0.6	4.2
59. Midland, Tex.	**1**	**3**	**3**	**0.7**	**4.1**
60. Hutchinson, Kan.	1	1	1	0.7	4.1
61. East Detroit, Mich.	1	0	2	0.7	3.5
62. High Point, N. C.	**1**	**3**	**1**	**0.7**	**3.4**
63. Parkersburg, W. Va.	1	1	1	0.7	4.8
64. Livonia, Mich.	1	1	7	0.7	3.1
65. Richmond, Ind.	1	1	0	0.8	3.4
66. Owensboro, Ky.	1	1	1	0.8	3.5
67. Easton, Pa.	1	0	2	0.8	3.8
68. Wauwatosa, Wis.	**1**	**2**	**4**	**0.8**	**3.2**
69. Salina, Kan.	1	1	1	0.8	4.6
70. Oshkosh, Wis.	1	1	2	0.8	3.4
71. University City, Mo.	1	1	3	0.8	3.1
72. Danville, Va.	**1**	**5**	**5**	**0.8**	**3.0**
73. Champaign, Ill.	**1**	**2**	**3**	**0.8**	**3.1**
74. Gainesville, Fla.	**1**	**2**	**0**	**0.9**	**4.8**
75. Arlington, Mass.	1	0	0	0.9	3.2
76. Elmhurst, Ill.	1	1	0	0.9	4.3
77. Rome, N. Y.	1	0	0	0.9	3.1
78. Linden, N. J.	**1**	**4**	**2**	**0.9**	**4.1**
79. Maywood, Ill.	1	1	1	0.9	5.5
80. Mishawaka, Ind.	1	0	4	0.9	4.4
81. Ferndale, Mich.	**1**	**2**	**1**	**0.9**	**4.5**
82. Rome, Ga.	**1**	**2**	**1**	**1.0**	**4.7**
83. East Cleveland, Ohio	1	1	2	1.0	3.7
84. Benton Harbor, Mich.	**1**	**2**	**0**	**1.0**	**5.9**
85. Norwich, Conn.	1	0	1	1.0	3.8
86. Chicago Heights, Ill.	1	1	0	1.0	5.2
87. Billings, Mont.	2	2	0	1.0	7.8
88. Fond du Lac, Wis.	**1**	**2**	**0**	**1.0**	**4.5**
89. St. Louis Park, Minn.	1	0	0	1.0	3.9
90. West Haven, Conn.	1	1	0	1.1	4.0
91. Torrington, Conn.	1	0	1	1.1	4.9
92. Mason City, Iowa	**1**	**2**	**0**	**1.1**	**5.1**
93. Richfield, Minn.	1	1	0	1.1	4.2
94. Teaneck, N. J.	**1**	**3**	**1**	**1.1**	**3.9**
95. Rahway, N. J.	1	1	1	1.2	5.6
96. Redlands, Calif.	**1**	**2**	**3**	**1.2**	**5.8**
97. Iowa City, Iowa	1	0	0	1.2	5.5
98. Montclair, N. J.	1	1	2	1.2	3.3
99. Freeport, Ill.	1	1	1	1.2	5.9
100. Great Falls, Mont.	**2**	**3**	**0**	**1.3**	**6.4**
101. Cheyenne, Wyo.	2	1	2	1.3	7.2
102. Amsterdam, N. Y.	**1**	**2**	**1**	**1.3**	**4.5**
103. Garfield Hgts., Ohio	1	1	3	1.3	4.3
104. Elgin, Ill.	**2**	**4**	**3**	**1.4**	**6.2**
105. Lewiston, Maine	1	0	2	1.4	3.7
106. Pasadena, Tex.	**2**	**5**	**0**	**1.4**	**6.3**
107. Eugene, Ore.	3	2	2	1.4	9.7
108. Winona, Minn.	1	1	0	1.4	6.0
All cities in this group				1.4	6.4
109. Zanesville, Ohio	2	1	1	1.5	6.6
110. La Crosse, Wis.	2	2	1	1.5	6.3
111. Hagerstown, Md.	2	1	2	1.5	7.8
112. Enid, Okla.	2	1	0	1.6	8.1
113. Annapolis, Md.	**1**	**2**	**0**	**1.6**	**6.0**
114. Odessa, Tex.	3	1	3	1.6	10.1
115. Marion, Ohio	**2**	**3**	**2**	**1.7**	**7.7**
116. Eau Claire, Wis.	2	2	0	1.7	8.3
117. Groton, Conn.	1	1	1	1.8	5.5
118. Belmont, Mass.	1	0	1	1.8	5.2
119. Stratford, Conn.	2	2	6	1.8	6.8
120. Granite City, Ill.	2	1	1	1.8	8.1
121. Wausau, Wis.	2	1	0	1.8	9.5
122. Sandusky, Ohio	**2**	**4**	**4**	**1.9**	**8.6**
123. Coral Gables, Fla.	**2**	**5**	**2**	**1.9**	**10.3**
124. Janesville, Wis.	2	2	1	1.9	9.4
125. South Euclid, Ohio	2	0	1	1.9	10.8
126. Palo Alto, Calif.	4	0	3	2.0	12.5
127. Clearwater, Fla.	**3**	**4**	**4**	**2.0**	**15.5**
128. Steubenville, Ohio	2	2	2	2.0	7.7
129. Mountain View, Calif.	**2**	**3**	**5**	**2.0**	**11.5**
130. Baldwin Park, Calif.	2	2	0	2.1	9.3
131. Appleton, Wis.	3	0	1	2.1	9.0
132. Kearny, N. J.	2	1	1	2.1	7.5
133. Allen Park, Mich.	2	1	1	2.1	7.5
134. St. Cloud, Minn.	2	2	1	2.2	9.3
135. Port Huron, Mich.	3	2	2	2.2	11.7
136. National City, Calif.	2	1	0	2.2	9.4
137. Hackensack, N. J.	2	2	1	2.2	9.3
138. Moline, Ill.	**3**	**6**	**3**	**2.3**	**11.5**
139. Middletown, Ohio	**3**	**4**	**4**	**2.3**	**10.2**
140. Bangor, Maine	2	1	1	2.3	7.5
141. Minot, N. D.	2	0	1	2.4	12.0
142. Rapid City, S. D.	3	2	4	2.4	11.3
143. Norman, Okla.	2	1	2	2.4	11.1
144. Pocatello, Idaho	**3**	**7**	**4**	**2.4**	**16.6**
145. New Kensington, Pa.	2	0	0	2.4	12.0
146. Burlington, Vt.	2	0	0	2.4	7.8
147. Santa Clara, Calif.	3	3	3	2.5	10.4
148. Sumter, S. C.	2	2	0	2.5	11.9
149. Oxnard, Calif.	3	2	1	2.5	13.1
150. Middletown, Conn.	**2**	**3**	**2**	**2.5**	**9.7**
151. New London, Conn.	**2**	**3**	**0**	**2.6**	**9.6**
152. Southfield, Mich.	**2**	**4**	**2**	**2.6**	**11.2**
153. Superior, Wis.	2	1	5	2.6	8.5
154. Bloomington, Ind.	3	0	0	2.6	15.0
155. Concord, N. H.	2	1	0	2.6	10.1
156. Kokomo, Ind.	4	3	0	2.6	13.1
157. Everett, Wash.	4	0	3	2.7	17.1
158. Vineland, N. J.	3	3	2	2.7	13.6
159. East Hartford, Conn.	**3**	**4**	**4**	**2.7**	**12.0**
160. Beverly Hills, Calif.	4	1	1	2.8	19.7
161. Wilmington, N. C.	4	2	3	2.8	13.1
162. West Orange, N. J.	3	3	1	2.9	13.1
163. Revere, Mass.	**2**	**3**	**4**	**2.9**	**7.6**
164. Warwick, R. I.	**4**	**5**	**3**	**3.0**	**14.0**
165. Rock Island, Ill.	4	2	0	3.0	12.1
166. Quincy, Ill.	4	3	5	3.0	14.1
167. Findlay, Ohio	3	2	1	3.0	15.6
168. East Lansing, Mich.	2	2	0	3.1	12.0
169. Rock Hill, S. C.	3	2	0	3.1	13.5
170. Daytona Beach, Fla.	4	3	2	3.2	16.6
171. Lawton, Okla.	4	2	3	3.2	15.4
172. Fitchburg, Mass.	3	0	1	3.2	10.5
173. Florence, S. C.	3	1	3	3.4	15.8
174. Chicopee, Mass.	4	1	2	3.5	12.2
175. Alton, Ill.	4	4	8	3.6	18.4
176. Galesburg, Ill.	4	2	0	3.7	17.8
177. Spartanburg, S. C.	5	2	0	3.8	18.0
178. Hamden, Conn.	3	2	1	3.8	11.8
179. Wallingford, Conn.	3	0	1	4.2	17.1
180. Denton, Tex.	3	0	0	4.2	16.9
181. Vallejo, Calif.	6	1	1	4.2	20.5
182. Temple, Tex.	4	1	3	4.6	19.9
183. Roseville, Mich.	5	2	3	4.7	17.9
184. Highland Park, Mich.	5	3	3	4.8	16.2
185. Fremont, Calif.	4	3	3	6.0	22.4
186. Fairfield, Conn.	7	4	2	7.4	25.4
Group IX (10,000 to 25,000)					
1. Boulder, Colo.	0	0	1	0.0	0.0
2. Englewood, Colo.	**0**	**1**	**0**	**0.0**	**0.0**
3. Santa Cruz, Calif.	**0**	**3**	**1**	**0.0**	**0.0**
4. Lodi, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
5. Victoria, Tex.	0	0	3	0.0	0.0
6. Ponca City, Okla.	0	0	1	0.0	0.0
7. El Cerrito, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
8. Ypsilanti, Mich.	**0**	**1**	**2**	**0.0**	**0.0**
9. Lawrence, Kan.	**0**	**1**	**1**	**0.0**	**0.0**
10. Edina, Minn.	0	0	2	0.0	0.0
11. Covina, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
12. Bartlesville, Okla.	**0**	**2**	**0**	**0.0**	**0.0**
13. Pampa, Tex.	**0**	**1**	**2**	**0.0**	**0.0**
14. Butler, Pa.	**0**	**1**	**2**	**0.0**	**0.0**
15. Kingsport, Tenn.	0	0	0	0.0	0.0
16. Holland, Mich.	**0**	**2**	**2**	**0.0**	**0.0**
17. Napa, Calif.	**0**	**1**	**10**	**0.0**	**0.0**
18. Traverse City, Mich.	0	0	2	0.0	0.0
19. Ames, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
20. Port Chester, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
21. Ocala, Fla.	**0**	**2**	**2**	**0.0**	**0.0**
22. Great Bend, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
23. Endicott, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
24. Manhattan, Kan.	0	0	2	0.0	0.0
25. Tiffin, Ohio	0	0	1	0.0	0.0
26. Monterey, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
27. Uniontown, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
28. Owosso, Mich.	0	0	1	0.0	0.0
29. Wheaton, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
30. Hibbing, Minn.	0	0	0	0.0	0.0
31. North Platte, Neb.	0	0	0	0.0	0.0
32. Wilmette, Ill.	**0**	**2**	**1**	**0.0**	**0.0**
33. Muscatine, Iowa	0	0	1	0.0	0.0
34. Corvallis, Ore.	**0**	**1**	**0**	**0.0**	**0.0**
35. Robbinsdale, Minn.	**0**	**3**	**1**	**0.0**	**0.0**
36. Floral Park, N. Y.	0	0	0	0.0	0.0
37. Whitefish Bay, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
38. Morristown, N. J.	0	0	1	0.0	0.0
39. Ada, Okla.	0	0	1	0.0	0.0
40. Streator, Ill.	0	0	1	0.0	0.0
41. Huntington, Ind.	0	2	0	0.0	0.0
42. So. Portland, Maine	**0**	**2**	**1**	**0.0**	**0.0**
43. Emporia, Kan.	0	0	0	0.0	0.0
44. Mt. Vernon, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
45. Meadville, Pa.	0	0	0	0.0	0.0
46. Colton, Calif.	0	2	3	0.0	0.0
47. Ashland, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
48. Johnson City, N. Y.	0	0	1	0.0	0.0
49. East Haven, Conn.	0	0	1	0.0	0.0
50. Oswego, N. Y.	**0**	**1**	**2**	**0.0**	**0.0**
51. So. St. Paul, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
52. Evergreen Park, Ill.	0	0	2	0.0	0.0
53. Stillwater, Okla.	**0**	**2**	**1**	**0.0**	**0.0**
54. Glenview, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
55. La Grange, Ill.	0	0	0	0.0	0.0
56. Elmwood Park, Ill.	0	0	0	0.0	0.0
57. St. Augustine, Fla.	**0**	**1**	**2**	**0.0**	**0.0**
58. Shorewood, Wis.	**0**	**2**	**0**	**0.0**	**0.0**
59. Greensburg, Pa.	0	0	0	0.0	0.0
60. Pittsburg, Calif.	0	0	0	0.0	0.0
61. Fairborn, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
62. Statesville, N. C.	**0**	**3**	**3**	**0.0**	**0.0**
63. Valparaiso, Ind.	**0**	**1**	**0**	**0.0**	**0.0**
64. Defiance, Ohio	0	0	0	0.0	0.0
65. Newton, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
66. Antioch, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
67. Fostoria, Ohio	0	0	0	0.0	0.0
68. Pompano Beach, Fla.	0	0	3	0.0	0.0
69. Marquette, Mich.	0	0	0	0.0	0.0
70. Brookfield, Ill.	0	0	1	0.0	0.0
71. Port Angeles, Wash.	0	0	1	0.0	0.0
72. Highland Park, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
73. Bristol, Va.	0	0	0	0.0	0.0
74. Kenmore, N. Y.	0	0	1	0.0	0.0
75. Windham, Conn.	**0**	**4**	**2**	**0.0**	**0.0**
76. Santa Paula, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
77. Villa Park, Ill.	0	0	0	0.0	0.0
78. Yuba City, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
79. St. Joseph, Mich.	0	0	0	0.0	0.0
80. Owatonna, Minn.	0	0	0	0.0	0.0
81. Wethersfield, Conn.	**0**	**1**	**3**	**0.0**	**0.0**
82. Norfolk, Neb.	0	0	0	0.0	0.0
83. Hanford, Calif.	0	0	0	0.0	0.0
84. Fergus Falls, Minn.	0	0	0	0.0	0.0
85. Wisconsin Rpds., Wis.	0	0	0	0.0	0.0
86. Astoria, Ore.	0	0	1	0.0	0.0
87. Waynesboro, Va.	0	0	0	0.0	0.0
88. Winfield, Kan.	0	0	0	0.0	0.0
89. Mt. Pleasant, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
90. Hawthorne, N. J.	0	0	3	0.0	0.0
91. Livermore, Calif.	0	0	2	0.0	0.0
92. Prescott, Ariz.	**0**	**1**	**1**	**0.0**	**0.0**
93. Enfield, Conn.	0	0	1	0.0	0.0
94. Vernon, Conn.	0	0	1	0.0	0.0
95. Moses Lake, Wash.	**0**	**1**	**2**	**0.0**	**0.0**
96. Griffith, Ga.	0	0	0	0.0	0.0
97. Garden City, Kan.	0	0	0	0.0	0.0
98. Martinsburg, W. Va.	0	0	3	0.0	0.0
99. State College, Pa.	0	0	0	0.0	0.0
100. Escanaba, Mich.	0	0	1	0.0	0.0
101. Brawley, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
102. Jennings, Mo.	0	0	1	0.0	0.0
103. Suffolk, Va.	0	0	0	0.0	0.0
104. Plymouth, Mich.	0	0	1	0.0	0.0
105. Mitchell, S. D.	0	0	0	0.0	0.0
106. Beaver Dam, Wis.	0	0	0	0.0	0.0
107. Millbrae, Calif.	**0**	**2**	**1**	**0.0**	**0.0**

	Eight Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
108. Menasha, Wis.	0	0	0	0.0	0.0
109. Van Wert, Ohio	0	0	0	0.0	0.0
110. Bellefontaine, Ohio	0	0	0	0.0	0.0
111. Central Falls, R. I.	0	0	0	0.0	0.0
112. Virginia, Minn.	0	0	0	0.0	0.0
113. Albion, Mich.	0	0	0	0.0	0.0
114. Circleville, Ohio	0	0	0	0.0	0.0
115. North Olmsted, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
116. Red Wing, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
117. Hays, Kan.	0	0	0	0.0	0.0
118. Covington, Va.	0	0	0	0.0	0.0
119. Hornell, N. Y.	0	0	0	0.0	0.0
120. Charles City, Iowa	0	0	1	0.0	0.0
121. Reidsville, N. C.	0	0	1	0.0	0.0
122. Grosse Pt. Wds., Mich.	0	0	1	0.0	0.0
123. Cudahy, Wis.	0	0	3	0.0	0.0
124. Moscow, Idaho	0	0	0	0.0	0.0
125. Bay Village, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
126. Menominee, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
127. Ecorse, Mich.	0	0	2	0.0	0.0
128. Cadillac, Mich.	0	0	0	0.0	0.0
129. Cambridge, Md.	**0**	**1**	**0**	**0.0**	**0.0**
130. Pacific Grove, Calif.	0	0	0	0.0	0.0
131. Southington, Conn.	**0**	**1**	**3**	**0.0**	**0.0**
132. Fairfield, Calif.	0	0	0	0.0	0.0
133. Ironwood, Mich.	0	0	1	0.0	0.0
134. Henderson, N. C.	**0**	**2**	**0**	**0.0**	**0.0**
135. Grosse Pte. Pk., Mich.	0	0	2	0.0	0.0
136. Fort Thomas, Ky.	**0**	**1**	**2**	**0.0**	**0.0**
137. La Grange Park, Ill.	0	0	0	0.0	0.0
138. Auburn, Mass.	0	0	2	0.0	0.0
139. La Salle, Ill.	0	0	0	0.0	0.0
140. Maumee, Ohio	0	0	1	0.0	0.0
141. Ridgefield Pk., N. J.	0	0	1	0.0	0.0
142. Derby, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
143. Webster, Mass.	0	0	0	0.0	0.0
144. Fairfield, Ala.	0	0	0	0.0	0.0
145. Ashland, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
146. Amherst, Mass.	**0**	**2**	**0**	**0.0**	**0.0**
147. Donora, Pa.	0	0	0	0.0	0.0
148. La Mesa, Calif.	1	1	1	0.9	6.4
149. Greeley, Colo.	1	0	3	0.9	6.2
150. Grand Island, Neb.	**1**	**2**	**1**	**1.0**	**6.0**
151. Fort Myers, Fla.	1	0	0	1.1	8.3
152. Longview, Wash.	**1**	**2**	**0**	**1.1**	**6.4**
153. Orange, Calif.	**1**	**3**	**3**	**1.2**	**7.0**
154. Carlsbad, N. M.	1	1	2	1.2	7.6
155. La Porte, Ind.	**1**	**3**	**3**	**1.2**	**6.5**
156. Lake Worth, Fla.	1	1	4	1.2	1.0
157. Sherman, Tex.	1	0	2	1.3	6.7
158. Bell, Calif.	1	0	1	1.3	8.2
All cities in this group				1.3	6.7
159. Renton, Wash.	1	1	1	1.4	8.9
160. Lufkin, Tex.	**1**	**2**	**0**	**1.4**	**8.6**
161. Fremont, Ohio	1	0	0	1.4	7.7
162. Kinston, N. C.	1	1	0	1.4	6.6
163. Niles, Mich.	1	0	3	1.4	8.2
164. Jeffersonville, Ind.	1	1	0	1.5	7.5
165. Salisbury, N. C.	1	1	5	1.5	7.1
166. Aberdeen, S. D.	**1**	**2**	**2**	**1.5**	**6.8**
167. Cranford, N. J.	1	0	1	1.5	6.6
168. Pittsburg, Kan.	1	0	0	1.5	7.1
169. Marietta, Ohio	1	1	1	1.5	8.6
170. Albert Lea, Minn.	1	0	3	1.5	11.1
171. Xenia, Ohio	**1**	**2**	**1**	**1.6**	**8.9**
172. Texarkana, Ark.	**1**	**2**	**2**	**1.6**	**7.6**
173. Connersville, Ind.	**1**	**2**	**0**	**1.7**	**8.5**
174. Cedar Falls, Iowa	1	0	1	1.7	8.4
175. Moorhead, Minn.	**1**	**2**	**0**	**1.7**	**8.4**
176. Leominster, Mass.	1	1	2	1.7	6.0
177. Homewood, Ala.	1	1	1	1.7	8.3
178. Yuma, Ariz.	1	0	2	1.7	11.8
179. Massena, N. Y.	**1**	**2**	**1**	**1.8**	**9.1**
180. Woodland, Calif.	1	0	1	1.8	12.9
181. Collingswood, N. J.	1	1	0	1.8	8.3
182. Cape Girardeau, Mo.	1	0	0	1.8	6.8
183. Brainerd, Minn.	1	0	1	1.8	11.9
184. New Bern, N. C.	1	1	2	1.8	8.0
185. So. Milwaukee, Wis.	1	0	3	1.8	9.6
186. Arkansas City, Kan.	1	0	1	1.8	10.6
187. El Dorado, Kan.	1	0	3	1.8	12.7
188. McAlester, Okla.	1	0	1	1.9	8.4
189. Greenwood, Miss.	1	0	1	1.9	7.8
190. Goshen, Ind.	1	1	0	1.9	11.4
191. Rocky River, Ohio	1	0	0	1.9	9.6
192. Pasco, Wash.	1	1	1	2.0	10.7
193. Boone, Iowa	1	0	1	2.0	12.3
194. Faribault, Minn.	1	1	0	2.0	9.3
195. Merced, Calif.	2	2	2	2.0	14.7
196. The Dalles, Ore.	1	0	1	2.0	13.3
197. Needham, Mass.	**1**	**2**	**0**	**2.1**	**6.9**
198. Canton, Ill.	1	0	0	2.1	12.6
199. South Orange, N. J.	1	1	0	2.1	9.3
200. Shelton, Conn.	**1**	**5**	**1**	**2.1**	**9.0**
201. Branford, Conn.	1	0	1	2.1	10.3
202. Watertown, Wis.	1	1	2	2.2	11.5
203. Winnetka, Ill.	1	0	1	2.2	11.2
204. Albany, Calif.	1	1	1	2.2	8.5
205. Atchison, Kan.	1	1	0	2.2	11.7
206. Lamesa, Tex.	1	0	0	2.2	14.0
207. Hopewell, Va.	1	0	0	2.2	7.9
208. Conneaut, Ohio	1	0	0	2.3	12.6
209. Gardner, Mass.	**1**	**2**	**0**	**2.4**	**7.5**
210. Los Altos, Calif.	2	0	4	2.4	15.4
211. Dover, Ohio	**1**	**2**	**0**	**2.4**	**13.9**
212. Ansonia, Conn.	1	0	1	2.5	7.6
213. Bowling Green, Ohio	1	1	1	2.5	10.1
214. Bismarck, N. D.	2	1	0	2.5	13.6
215. Elizabeth City, N. C.	1	1	1	2.5	11.8
216. University Hgts., Ohio	1	0	0	2.6	9.3
217. Du Bois, Pa.	1	0	0	2.7	13.0
218. Winchester, Conn.	1	1	1	2.7	12.6
219. Denison, Tex.	2	2	1	2.9	14.4
220. Waukesha, Wis.	3	0	0	2.9	18.6
221. Two Rivers, Wis.	1	0	0	2.9	13.0
222. Ottawa, Ill.	2	2	2	2.9	15.4
223. Plainview, Tex.	2	0	0	2.9	18.5
224. Stonington, Conn.	1	0	2	3.0	9.1
225. Milford, Mass.	1	0	1	3.0	9.6
226. Highland Park, Ill.	2	1	0	3.0	12.8
227. Mesa, Ariz.	3	1	1	3.0	20.6
228. Mansfield, Conn.	1	0	1	3.1	12.9
229. Westlake, Ohio	1	1	3	3.1	14.0
230. Alpena, Mich.	2	0	1	3.3	19.6
231. Hollywood, Fla.	4	1	3	3.3	26.3
232. Oceanside, Calif.	**2**	**4**	**6**	**3.4**	**14.6**

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1958 and 1957 figures cover the same reporting period as those for 1959.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1958, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1959 compared with 1958, or showed no change.

Mileage Rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parentheses following the 1959 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1959	1958	1957	% Change 1958 to 1959	1957 to 1959	1959 Pop. Rate	1959 Mile. Rate	
TOTAL U.S.	8	23,810	22,940	24,476	+ 4%	— 3%	22.2	5.1	(8)
Ala.	8	534	492	595	+ 9%	— 10%	24.9	7.1	(6)
Alaska	**8**	**14**	**18**	**—**	**— 22%**	**—**	**10.0**	**—**	**—**
Ariz.	8	351	320	295	+ 10%	+ 19%	46.2	9.2	(7)
Ark.	8	301	261	318	+ 15%	— 5%	25.6	6.3	(7)
Calif.	8	2,251	2,241	2,324	+*%	— 3%	23.6	5.2	(6)
Colo.	8	265	242	224	+ 10%	+ 18%	23.3	4.4	(5)
Conn.	8	151	135	181	+ 12%	— 17%	9.8	2.6	(6)
Del.	8	51	48	58	+ 6%	— 12%	17.0	3.5	(6)
D. of C.	8	38	37	44	+ 3%	— 14%	6.9	2.7	(6)
Fla.	**8**	**711**	**724**	**690**	**— 2%**	**+ 3%**	**24.0**	**5.1**	**(6)**
Ga.	8	653	574	608	+ 14%	+ 7%	25.7	5.8	(7)
Idaho	**8**	**148**	**174**	**128**	**— 15%**	**+ 16%**	**33.5**	**6.4**	**(4)**
Ill.	**8**	**1,106**	**1,117**	**1,350**	**— 1%**	**— 18%**	**16.8**	**4.4**	**(6)**
Ind.	8	690	600	707	+ 15%	— 2%	22.6	4.5	(6)
Iowa	8	408	365	444	+ 12%	— 8%	21.7	4.9	(7)
Kan.	8	388	347	345	+ 12%	+ 12%	27.5	5.1	(6)
Ky.	8	490	477	502	+ 3%	— 2%	23.9	6.6	(6)
La.	**8**	**420**	**529**	**489**	**— 21%**	**— 14%**	**20.3**	**5.7**	**(7)**
Maine	**8**	**85**	**113**	**88**	**— 25%**	**— 3%**	**13.4**	**3.2**	**(7)**
Md.	8	331	327	363	+ 1%	— 9%	16.8	4.7	(6)
Mass.	**8**	**348**	**362**	**301**	**— 4%**	**+ 16%**	**10.7**	**3.0**	**(6)**
Mich.	8	854	811	938	+ 5%	— 9%	16.3	3.9	(6)
Minn.	**8**	**368**	**453**	**409**	**— 19%**	**— 10%**	**16.4**	**4.1**	**(6)**
Miss.	8	343	320	301	+ 7%	+ 14%	23.6	6.5	(7)
Mo.	8	583	579	616	+ 1%	— 5%	20.5	4.2	(6)
Mont.	8	155	120	132	+ 29%	+ 17%	33.9	6.3	(6)
Neb.	8	229	211	179	+ 9%	+ 28%	23.6	4.3	(6)
Nev.	8	122	83	90	+ 47%	+ 36%	68.5	8.8	(5)
N. H.	8	78	59	62	+ 32%	+ 26%	20.0	5.5	(6)
N. J.	8	470	463	546	+ 2%	— 14%	12.3	2.8	(6)
N. M.	8	288	254	295	+ 13%	— 2%	51.3	8.9	(6)
N. Y.	8	1,364	1,319	1,311	+ 3%	+ 4%	12.6	4.3	(6)
N. C.	8	742	629	680	+ 18%	+ 9%	24.5	6.6	(6)
N. D.	8	119	96	81	+ 24%	+ 47%	27.5	7.6	(6)
Ohio	**8**	**1,105**	**1,117**	**1,282**	**— 1%**	**— 14%**	**17.7**	**3.9**	**(6)**
Okla.	**8**	**419**	**427**	**442**	**— 2%**	**— 5%**	**27.5**	**5.7**	**(6)**
Ore.	8	308	264	268	+ 17%	+ 15%	26.1	5.2	(6)
Pa.	†								
R. I.	8	55	47	57	+ 17%	— 4%	9.5	2.7	(7)
S. C.	8	408	350	468	+ 17%	— 13%	25.5	6.7	(6)
S. D.	**8**	**140**	**161**	**110**	**— 13%**	**+ 27%**	**30.0**	**5.2**	**(7)**
Tenn.	8	471	462	419	+ 2%	+ 12%	20.4	4.9	(6)
Tex.	8	1,502	1,444	1,607	+ 4%	— 6%	24.0	5.0	(6)
Utah	**8**	**124**	**128**	**132**	**— 3%**	**— 6%**	**21.5**	**4.7**	**(6)**
Vt.	8	60	49	66	+ 22%	— 9%	24.2	6.0	(7)
Va.	8	352	320	379	+ 2%	— 8%	20.3	4.8	(5)
Wash.	8	343	337	310	+ 2%	+ 11%	18.6	4.4	(6)
W. Va.	8	264	216	306	+ 22%	— 14%	20.1	6.9	(6)
Wis.	**8**	**517**	**520**	**557**	**— 1%**	**— 7%**	**19.7**	**4.9**	**(6)**
Wyo.	**8**	**119**	**94**	**105**	**+ 27%**	**+ 13%**	**55.9**	**7.5**	**(7)**
Hawaii	8	58	—	—	—	—	14.2	—	—
P. R.¶	8	168	191	159	— 12%	+ 6%	11.0	13.5	(7)
V. I.‡	7	5	3	—	+ 67%	—	33.3	—	—
CANADIAN PROVINCES									
Alta.	7	122	175	118	— 30%	+ 3%	22.2	—	—
B. C.	6	122	110	107	+ 11%	+ 14%	20.9	—	—
Man.	4	27	24	30	+ 13%	— 10%	10.4	—	—
Sask.	7	76	64	55	+ 19%	+ 38%	13.0	—	—

†Reports incomplete.
*Less than .5%.
¶Commonwealth of Puerto Rico.
‡Virgin Islands.

Circle Item No. 5—Reader Service Card

	Eight Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
233. Berkley, Mich.	2	0	3	3.4	13.0
234. Caldwell, Idaho	2	1	0	3.4	25.6
235. Augusta, Maine	**2**	**6**	**1**	**3.5**	**12.1**
236. Pendleton, Ore.	2	0	0	3.6	19.7
237. Watertown, Conn.	1	0	1	3.6	11.2
238. Stevens Point, Wis.	2	0	0	3.8	17.1
239. Takoma Park, Md.	1	0	0	3.8	9.7
240. Corona, Calif.	2	0	0	3.9	23.6
241. Darien, Conn.	2	0	0	3.9	19.1
242. Tempe, Ariz.	2	0	2	4.0	24.0
243. East Moline, Ill.	2	0	0	4.0	19.6
244. Mamaroneck, N. Y.	2	0	0	4.2	17.6
245. Borger, Tex.	3	1	1	4.2	24.9
246. North Adams, Mass.	2	0	0	4.3	14.0
247. Sedalia, Mo.	3	0	0	4.4	21.2
248. Goldsboro, N. C.	3	2	4	4.5	20.9
249. Brownwood, Tex.	3	0	0	4.6	22.3
250. Wooster, Ohio	3	1	1	4.7	26.5
251. Madison Hts., Mich.	2	0	0	4.9	14.1
252. River Rouge, Mich.	2	0	0	4.9	14.1
253. Peru, Ind.	3	0	0	5.2	29.8
254. Windsor, Conn.	2	1	0	5.2	18.0
255. Marinette, Wis.	2	1	1	5.3	21.1
256. River Forest, Ill.	2	0	1	5.4	27.8
257. North Chicago, Ill.	**2**	**3**	**2**	**5.6**	**16.7**
258. Bemidji, Minn.	2	0	0	5.6	30.0
259. Los Alamos, N. M.	2	0	1	5.7	22.4
260. Westport, Conn.	3	2	2	5.8	26.5
261. Monroe, N. C.	2	1	1	6.0	28.6
262. W. Springfield, Mass.	4	3	0	6.4	26.2
263. Kennewick, Wash.	4	0	3	6.7	43.8
264. Niles, Ohio	4	0	1	7.5	30.8
265. Martinsville, Va.	5	0	1	7.6	39.5
266. Attleboro, Mass.	4	3	0	8.0	24.1
267. Killingly, Conn.	2	0	3	8.0	25.4
268. Naugatuck, Conn.	4	0	2	8.1	30.6
269. Calumet City, Ill.	5	4	5	8.7	33.3
270. West Lafayette, Ind.	3	1	0	8.8	34.4
271. Dyersburg, Tenn.	3	1	2	8.8	41.3
CANADIAN CITIES					
Toronto, Ont.	51	81	71	—	5.4
London, Ont.	5	2	7	—	7.9
Hamilton, Ont.	13	13	17	—	9.4
Montreal, Que.	71	63	91	—	10.5

Ruth Parks Dies

Ruth Parks, librarian of the National Safety Council until her retirement on July 1, 1959, died in Chicago on September 13, following a long illness.

Mrs. Parks came to the Council in 1929 and became director of the NSC library in 1946. A past president of the Illinois Chapter of the Special Libraries Association, Mrs. Parks was active in many phases of its work.

She was a graduate of Wellesley College and had been employed by the Detroit Public Library before joining the Council staff.

C. Reynolds Weaver

C. Reynolds Weaver died September 1, in Fort Meyers, Va.

Mr. Weaver had been transportation consultant for the Automotive Safety Foundation for many years prior to entering private business a few years ago. He had also served as staff consultant for the President's Highway Safety Conference and as director of the State and Local Officials National Highway Safety Committee.

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1959 and 1958

Forty-three states and the District of Columbia have reported their death and injury experience for two to seven months of 1959.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1958 to 1959. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

	Months Reported	Deaths†† 1959	Deaths†† 1958	Injuries†† 1959	Injuries†† 1958	% Change 1958 to 1959 Deaths	% Change 1958 to 1959 Injuries	1959 Ratio of Injuries to Deaths
TOTAL U.S.	**	15,151#	14,580#	600,643	571,384	+ 4#	+ 5	40
Ala.	7	463	427	2,626†	2,636†	+ 8	— *	6
Ariz.	5	212	192	4,223	3,536	+ 10	+ 19	20
Ark.	7	257	227	1,937	1,960	+ 13	— 1	8
Calif.	6	1,667	1,571	67,934	64,250	+ 6	+ 6	41
Colo.	6	177	161	6,181	5,351	+ 10	+ 16	35
Conn.	5	88	73	8,219	8,468	+ 21	— 3	93
Del.	7	46	43	1,560	1,274	+ 7	+ 22	34
D. of C.	7	35	31	4,555	4,061	+ 13	+ 12	130
Fla.	6	532	550	19,712	16,140	— 3	+ 22	37
Ga.	7	534	492	9,008	8,601	+ 9	+ 5	17
Idaho								
Ill.	6	774	802	46,492	45,708	— 3	+ 2	60
Ind.	5	388	342	13,252	13,309	+ 13	— *	34
Iowa	5	149	140	4,171	4,071	+ 6	+ 2	28
Kan.	6	259	223	7,273	6,709	+ 16	+ 8	28
Ky.	7	427	411	8,789	8,003	+ 4	+ 10	21
La.	7	363	471	4,762†	4,527†	— 23	+ 5	13
Maine	7	72	85	3,415	3,784	— 15	— 10	47
Md.	6	250	250	9,890	8,767	0	+ 13	40
Mass.	2	79	82	14,792	15,605	— 4	— 5	187
Mich.	7	720	670	32,944	29,943	+ 7	+ 10	46
Minn.	7	319	372	15,027	14,114	— 14	+ 6	47
Miss.	4	159	142	2,115	2,012	+ 12	+ 5	13
Mo.	7	485	499	6,628	6,208	— 3	+ 7	14
Mont.	4	46	54	755	664	— 15	+ 14	16
Neb.	6	146	145	4,712	4,133	+ 1	+ 14	32
Nev.								
N. H.	7	68	45	3,316	3,052	+ 51	+ 9	49
N. J.	5	265	277	24,413	22,158	— 4	+ 10	92
N. M.	6	220	162	2,469	2,439	+ 36	+ 1	11
N. Y.	5	785	774	104,773	107,673	+ 1	— 3	133
N. C.	6	544	433	10,991	9,296	+ 26	+ 18	20
N. D.	6	83	70	1,288	1,239	+ 19	+ 4	16
Ohio	7	908	957	41,901	41,546	— 5	+ 1	46
Okla.	6	300	311	7,450	6,921	— 4	+ 8	25
Ore.	7	245	212	10,994	9,734	+ 16	+ 13	45
Pa.								
R. I.	3	19	11	2,014	2,008	+ 73	+ *	106
S. C.	7	338	297	5,333	5,658	+ 14	— 6	16
S.D.								
Tenn.	7	396	390	9,173	8,035	+ 2	+ 14	23
Texas	7	1,295	1,209	40,991	35,658	+ 7	+ 15	32
Utah	6	84	86	2,713	2,484	— 2	+ 9	32
Vt.	7	53	43	1,747	1,590	+ 23	+ 10	33
Va.	6	372	376	11,642	10,513	— 1	+ 11	31
Wash.	6	235	243	13,705	12,952	— 3	+ 6	58
W. Va.	6	203	152	3,573	3,385	+ 34	+ 6	18
Wis.								
Wyo.	7	91	77	1,185	1,209	+ 18	— 2	13
P. R.‡	6	122	148	5,613	4,955	— 18	+ 13	46
V. I.¶	7	5	3	117	119	+ 67	— 2	23

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1958 figures cover the same reporting period as those for 1959.

*Less than .5%.

**Death and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

‡Commonwealth of Puerto Rico.

¶Virgin Islands.

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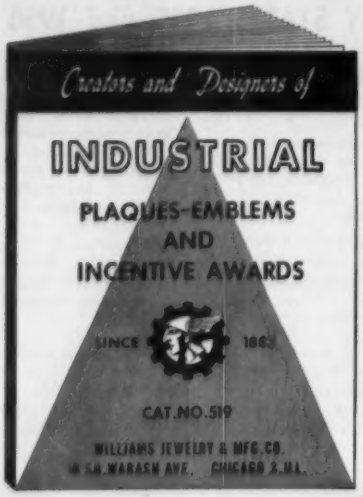

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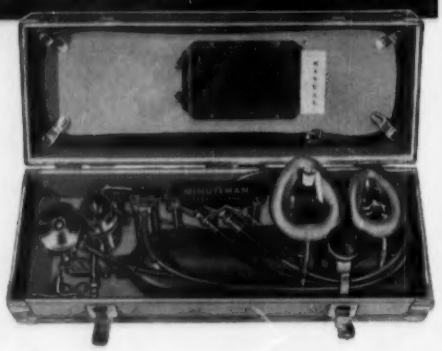
The STEPHENSON MINUTEMAN RESUSCITATOR

—unequalled for quick action



When a life is at stake, grab your MINUTEMAN and *run* — don't walk — to the scene. You *can* run because this compact instrument weighs under 30 pounds, with cylinder, yet combines the functions of resuscitator, inhalator and aspirator. With an Extra Midget attachment, it can resuscitate two patients and aspirate a third simultaneously.

The MINUTEMAN protects against ALL respiratory emergencies — drowning, smoke or fume suffocation, heart attack, electric shock, asthma, etc. It operates about 40 minutes with a D cylinder and refills are inexpensive. Pressures are adjustable from Adult to Infant, a range essential in chest injuries, where the patient makes the first efforts to breathe after being overcome, and in working with small children. The instrument is easily regulated to mixtures from 100% oxygen to 50% oxygen and 50% nitrogen from the air. This feature is extremely valuable in prolonged cases, avoiding the possibility of oxygen poisoning.

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☐ Please arrange for demonstration.

NAME
TITLE
STREET
CITY
STATE

Circle Item No. 7—Reader Service Card

What Makes a Council Tick?

From Page 21

versary date of the presentation of the appraisal report to the local appraisal committee. This latter report will provide the basis for continued accreditation by the National Safety Council.

Tabulations and analysis of data gathered for the group of councils as a whole will continue for some time. Some generalizations may be made now, however, and of these the single most important is this: where influential business and civic leadership is providing policy direction and exercising other appropriate leadership responsibilities, the state or local safety council is effective; where volunteer leadership is weak, the council is less effective.

Essential elements of sound organization for community safety are:

- The active participation of top business and civic leaders with influence in the community and practical experience in getting things done.
- Effective working relationships with official and other community agencies.
- A program of work based upon competent analysis of accident problems and community resources for meeting these problems.
- A small but competent staff.
- Sufficient funds to carry out the program.

Appraisals are an essential device for obtaining these elements. We in business know appraisal is necessary. There is no other way in which we can check our performance against a set of standards and, guided by the results, chart a more effective course for the future. We also know that self-appraisal is at times painful.

But, despite the difficulties, anyone associated with the entire process can take pride in the results. We believe we've plowed some new ground and that we have developed some techniques helpful to all the organizations —safety and non-safety—influential in community affairs.

We've all heard the story of the farmer who told a book salesman, "I'm not farming half as well as I know how right now."

And, we've laughed.

But, in this business of saving lives and in the whole area of community

improvement, we have to "farm as well as we know how."

This the appraisals help us do!

The state and local organizations now accredited and endorsed by the National Safety Council are listed below. All have been of demonstrated usefulness in the states or communities they serve, all meet national standards or are taking definite steps to improve, and all merit financial and other support of business and industry.

Metropolitan and City Safety Organizations
(Accredited)

Arizona
Maricopa Safety Council, Phoenix.

California
Fresno County Safety Council; Greater Los Angeles Chapter, National Safety Council; Eastbay Chapter, National Safety Council, Oakland; Sacramento Safety Council; San Diego County Traffic Safety Council; San Francisco Chapter, National Safety Council; Santa Clara County Chapter, National Safety Council, San Jose, and, San Joaquin County Safety Council, Stockton.

Colorado
Metropolitan Safety Council, Denver.

Connecticut
New Haven Safety Council.

Florida
Jacksonville-Duval County Safety Council, Jacksonville; Dade County Citizens Safety Council, Miami, and Northwest Florida Safety Council, Pensacola.

Georgia
Chattahoochee Valley Safety Council, West Point.

Kentucky
Louisville Safety Council.

Louisiana
Metropolitan New Orleans Safety Council.

Maryland
Baltimore Safety Council.

Massachusetts
Massachusetts Safety Council, Boston (serving eastern Massachusetts); Safety Council of Western Massachusetts, Springfield, and Worcester County Safety Council.

Michigan
Greater Detroit Safety Council; Genesee County Traffic Safety Commission, Flint; Greater Grand Rapids Safety Council; Kalamazoo Area Safety Council; Safety Council of Greater Lansing; and Twin Cities Area Safety Council, Saint Joseph.

Minnesota
Greater Minneapolis Safety Council.

Missouri
Kansas City Safety Council; Saint Joseph Safety Council; and The Safety Council of Greater Saint Louis.

New York
Greater New York Safety Council, New York City.

Ohio
Greater Cincinnati Safety Council; Cleveland Safety Council; Hamilton Safety Council; Middletown Safety Council, and Safety Council of Greater Youngstown.

Oklahoma
Oklahoma City Safety Council.

Pennsylvania
Lehigh Valley Safety Council, Bethlehem, and Western Pennsylvania Safety Council, Pittsburgh.

South Dakota
Sioux Falls Safety Council.

Tennessee
Memphis-Shelby County Safety Council, Memphis.

Texas
Fort Worth Safety Council; Citizens Traffic Commission, Lubbock, and Greater Waco Safety Council.

Turn Page

SAFETY..

That's where we can help –

● Graubard's Equipment is nationally known as the school safety patrol equipment "That Promotes Safety." It does this by fulfilling both of the conditions essential to a really effective Safety Patrol.

FIRST, it gives each patrol member a definite sense of responsibility and a pride in doing his job well.

SECOND, being "Standard Equipment" it is recognized by school children and motorists alike, assuring their respect and cooperation.

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Your Safety Patrol Today!

Look over the many "standard" Safety Patrol Equipment items listed below and be sure your patrol members are properly uniformed and ready to perform the vital task of protecting your children, in all kinds of weather! . . .

- ☐ Belts
- ☐ Caps, Helmets
- ☐ Badges
- ☐ Arm Brassards
- ☐ Emblems
- ☐ Raincoats
- ☐ Capes
- ☐ Caution Flags
- ☐ Merit Awards
- ☐ Boots & Overshoes
- ☐ Corporal Digbys
- ☐ Trafficones
- ☐ School Warning Signs
- ☐ Traffic Control Signs

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America's Largest Safety Patrol Outfitters

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Virginia
Richmond Area Safety Council.

Washington
Seattle-King County Safety Council, Seattle, and Spokane Area Safety Council.

Wisconsin
Racine County Safety Council.

CANADA

British Columbia
Vancouver Traffic and Safety Council.

Chamber of Commerce Safety Organizations
(Accredited)

Indiana
Safety Council, Chamber of Commerce of Fort Wayne, and Indianapolis Safety Council, Indianapolis Chamber of Commerce.

Minnesota
Safety Bureau, Duluth Chamber of Commerce.

New York
Rochester Safety Council, and Safety Division, Syracuse Chamber of Commerce.

Pennsylvania
Safety Council, Chamber of Commerce of Greater Philadelphia.

Rhode Island
Blackstone Valley Safety Council, Pawtucket.

Official Agencies
(Accredited)

Oregon
Portland Traffic Safety Commission.

Wisconsin
Milwaukee Safety Commission.

State Safety Organizations
(Endorsed)

The following state safety organizations have been endorsed.

California Traffic Safety Foundation, San Francisco; Connecticut Safety Commission, Hartford; Delaware Safety Council, Wilmington; Indiana Traffic Safety Foundation, Indianapolis; Minnesota Safety Council, Saint Paul; New Jersey State Safety Council, Newark; Tennessee Safety Council, Nashville; Texas Safety Association, Austin; Utah Safety Council, Salt Lake City; West Virginia Safety Council, Charleston; Wisconsin Council of Safety, Madison; Alberta Safety Council, Edmonton, Canada.

Safety Library
From Page 6

ent of Documents, Washington 25, D. C. $1.25.

New Type Median Barrier. George T. McCoy. *American Highways,* July, 1959, p. 8-9, 11.

Insurance

Bad News for Good Drivers. *Journal of American Insurance,* September, 1959, p. 16-17.

(Figures show assigned risks, nationwide, are costing careful drivers money.)

Tennessee Plan: For Protection from Careless, Cashless Motorists. Buford Ellington. *Journal of American Insurance,* September, 1959, p. 1-5.

(Financial responsibility law.)

Lighting

Guide to Nightime Highway Safety, 1959. 22pp. Street and Highway Safety Lighting Bureau, 1400 Terminal Tower, Cleveland 13, Ohio.

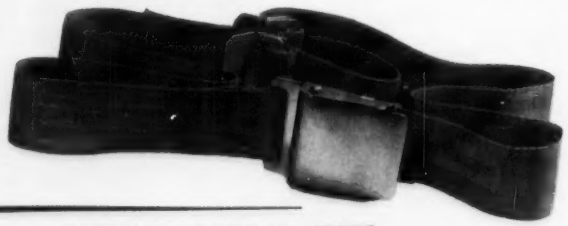
Improved Street Lighting Halves Traffic Accidents. *Electric Light and Power,* August 1, 1959, p. 100.

(Detailed surveys of traffic accidents, made before and after lighting installation,

YOU CAN'T BUY MORE ECONOMICAL PROTECTION . . .

To Save Your Life!

Beam's DELUXE #200
AUTO SAFETY BELT*



1. STRENGTH
This belt utilizes more advanced construction features than most higher priced belts. Using only 100% Nylon Webbing and a strong, comfortable metal-to-metal buckle, Beam's Deluxe #200 exceeds SAE & GSA strength specifications to provide better than 5,000 pounds protection. One size fits everyone . . . Full 100 inches of easy-to-adjust nylon webbing.

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Beam's manufactures **and** distributes Safety Belts thus allowing quantity purchasers to obtain minimum direct factory prices. This means you are able to buy a SAFER, STRONGER, MORE ATTRACTIVE belt at a price equal to or below that of ordinary belts. Metal-to-metal buckles prevent "chafing", thus retaining full strength when transferred from car to car for maximum economy. Single bolt floor fittings for quick installation.

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Beam's Deluxe #200 Safety Belt with the easy-to-operate metal-to-metal buckle encourages maximum usage because of its simplicity. It fastens and releases so easily that children enjoy using it . . . yet the bull-dog bite eliminates slippage of webbing within the buckle and gives instant, positive action without the usual danger of accidental release. So . . . MORE usage for MORE protection with installation of Beam's Deluxe #200 Safety Belts in your cars.

Direct Factory Prices:	
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100 - or more	5.95
100 or more shipped prepaid	

Colors Available:
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(other colors available on special order)

BEAM'S Deluxe #200 Safety Belt is guaranteed against ALL defective workmanship and materials for the life of the Belt.

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Oklahoma City, Oklahoma
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Beam's

Circle Item No. 10—Reader Service Card

prove that good street lighting really pays off.)

Noise

Motor Vehicle Noise Control. *Noise Control,* July, 1959, p. 31-35.

Programs

Utah's Traffic Safety Program. Ezra C. Knowlton. (In *Proceedings of the Twentieth Annual Highway Engineering Conference,* University of Utah, March 3-4, 1959.) 1959, p. 13-23. Engineering Experiment Station, University of Utah. (Bulletin of the University, Vol. 50, No. 6.)

Radio

How to Make Two-way Radio Work for Safety. *Commercial Car Journal,* July, 1959, p. 108-109.

(Fleets tell how they benefit in their safety program by using radio communication.)

Signs and Signals

Push-Button Crossing Guard. J. A. Youell. *Traffic Digest and Review,* August, 1959, p. 13-14.

(Special electric signals have replaced adults at 88 school crossings in Miami.)

Radio-Controlled Signs. *Traffic Digest and Review,* August, 1959, p. 7-8.

(Highway signs that operate by dial from maintenance stations can warn drivers of sudden changes in highway conditions.)

Traffic Control Signals—Their Convenience—Their Safety. Michael Robinson. *Municipal Signal Engineer,* July-August, 1959, p. 17-18.

Skidding

Proceedings, First International Skid Prevention Conference. 1959. Two parts. Virginia Council of Highway Investigation and Research, Box 3817 University Station, Charlottesville, Va. Price $10.00.

(A Conference called to examine the many methods employed in the skid problem and to survey what is known and what should be known to promote rapid progress in skid prevention.)

Speed

A Report on Absolute Speed Limits in Illinois. Warren L. Kessler. *Traffic Digest and Review,* August, 1959, p. 4-6 and 28.

(How change from *prima facie* regulations affected accidents and motorist's driving habits.)

Highway Speed Study, May, 1959. Traffic Division, Bureau of Traffic Planning and Design, Connecticut State Highway Department, Hartford, Conn.

(Statewide study revealed that 10.6 per cent of all Connecticut vehicles and 10.1 per cent of all out-of-state vehicles were traveling in excess of 5 m.p.h. over the posted speed limit.)

The Speed Factor in Highway Accidents. C. W. Prisk. *Traffic Engineering,* August, 1959, p. 16-17, 25.

(A study conducted on 600 miles of highways by the Bureau of Public Roads to provide factual information on the role of driving speeds and traffic accidents.)

Tires

The Role of the Tire. J. J. Robson. (In *Proceedings of the Twentieth Annual Highway Engineering Conference,* University of Utah, March 3-4, 1959.) 1959, p. 30-42. Engineering Experiment Station, University of Utah, Salt Lake City, Utah. (Bulletin of the University, Vol. 50, No. 6.)

ADDRESSES OF MAGAZINES

American Highways
917 National Press Blvd.
Washington 4, D. C.

Automotive Safety
320 New Center Bldg.
Detroit 2, Mich.

Chicago Traffic Safety Review
20 N. Wacker Drive
Chicago 6, Ill.

The Christian Century
407 S. Dearborn St.
Chicago 5, Ill.

Commercial Car Journal
Chestnut and 56th Sts.
Philadelphia, Pa.

Cook County Highways
130 N. Wells St.
Chicago 6, Ill.

Electric Light and Power
6 N. Michigan Ave.
Chicago 2, Ill.

Fire Engineering
Case-Shepperd-Mann Dept.
305 E. 45th St.
New York 17, N. Y.

Firemen
60 Batterymarch St.
Boston 10, Mass.

Industrial and Engineering Chemistry
1155 Sixteenth St., N. W.
Washington 6, D. C.

International Road Safety and Traffic Review
32 Chesham Place
London, S. W. 1, England

Journal of American Insurance
20 N. Wacker Drive
Chicago 6, Ill.

Journal of the American Medical Association
535 N. Dearborn St.
Chicago 10, Ill.

Municipal Signal Engineer
130 W. 42nd St.
New York 36, N. Y.

The National Provisioner
15 W. Huron St.
Chicago 10, Ill.

Noise Control
1278 Massachusetts Ave.
Cambridge 38, Mass.

Railway Age
Simmons-Boardman Co.
Orange, Conn.

Street Engineering
22 W. Maple St.
Chicago 10, Ill.

Traffic Digest & Review
1804 Hinman Ave.
Evanston, Ill.

Traffic Engineering
2029 K St., N. W.
Washington 6, D. C.

Driverlab

The most modern laboratory for testing and training today's drivers. Includes all *SEVEN* important psychophysical tests.

Driverlab

Tests for reaction time, visual acuity, depth perception, color vision, field of vision, glare resistance and night blindness. *LESS* testing time is required. Its separate units can test up to *FOUR* persons at one time.

Driverlab

The most versatile equipment on the market for continuous and/or multiple testing in community or organizational driver programs. Being portable its quick to set up and easy to use. Examinees receive their own reaction time chart and individual score sheet showing test results.

Driverlab

is a pioneer in testing devices and is used universally by all types of organizations in their safety programs. A twelve year research and development period has made it the most efficient and accepted testing equipment available.

Driverlab

is priced at only $169.50, FOB factory. Additional information is available on DRIVERLAB and other educational products upon request.

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ADDRESS
CITY STATE

Circle Item No. 11—Reader Service Card

NEW... SAFETY EQUIPMENT

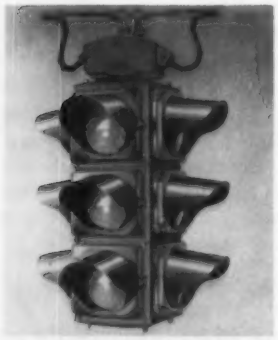
Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

"A" Stands

Two "A" Stands are the Utility and Economy Models. The Utility Unit has a large, free-swinging, double-faced, 18"x24" sign. The free-swinging feature gives excellent stability in high winds and traffic backwash. Stability is further increased by the legs on the frame. Another feature is the patented Speed-E-Loc, which locks the stand in place. By raising the lockpin, the stand folds flat for easy handling and storage. The Utility model is designed to carry two brilliant red flags.

The Economy model is a low-cost, durable, lightweight, stable, unit. The assembly employs a bonderized welded steel "A" frame, which supports a free-swinging 18"x18" steel sign for maximum stability. The sign does not have the Speed-E-Loc and the sign is standard cut—not rounded. Provision is made for one flag.

Eastern Metal of Elmira, Inc., 130 Harrison St., Elmira Heights, N. Y. (Item 41)

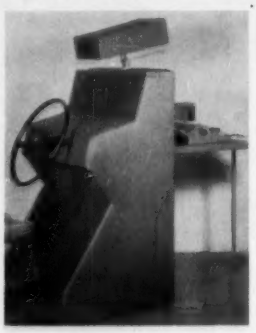


Traffic Signal Disconnect Hanger

TL-3506 disconnect hanger provides a means for taking down one traffic signal and substituting another in a minimum of time. The hanger will be valuable to cities that have a regular program for cleaning and painting traffic signals. The hanger simplifies installation, since it permits hanging the signal after all other electrical work has been completed.

The hanger replaces the usual wire outlet and serves as a through-feed device or double wire outlet when more than one signal is used on the same span wire. All connections between the signal and its overhead cable are made through a multi-circuit jack connector mounted within the hanger. Thus, the signal may be removed from the hanger without the use of tools, simply by disconnection.

Crouse-Hinds Co., Wolf and 7th Sts., Syracuse 1, N. Y. (Item 42)



Driver-Rater

This testing device is a compact, heavy duty steering wheel unit incorporating a series of eight psychophysical tests for determining driver deficiencies. The unit tests brake reaction time, color vision, visual acuity, glare resistance, night blindness, depth perception, field of vision, and driver coordination.

One feature is a reaction chart for each examinee. The chart is calibrated in hundredths of a second and shows the number of feet the car travels at various speeds when braking. The results of the entire battery of tests are posted to individual score sheets.

Educational Device Co., 24 Hillside Ave., Suffern, N. Y. (Item 43)

Anti-Glare Shield

Safety Anti-Glare Shields protect drivers from the blinding flashes of headlights at night or from bright sunrays during day time. The shield allows easier and safer driving, because it reduces eye strain, but does not reduce the optical field of view.

The shield consists of an optically pure tinted plastic panel that is easily mounted with clamps to standard visors. The color intensity of the panel gradually decreases from the darker left, to a minimum tinting on the right. Under traffic conditions, the darker left section of the panel will absorb the glare of approaching headlights, while the driver can see clearly ahead with eye-strain eliminated.

Advance Research, P. O. Box 85, Huntington, N.Y. (Item 44)

Saf-T-Brake Valve

The Saf-T-Brake Valve is an automobile accessory, designed to prevent accidents caused by a sudden complete brake failure resulting from either a ruptured flexible brake hose, ruptured or cut wheel cylinder cups, or ruptured brake tubing.

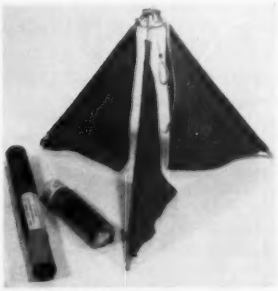
For More Information—Circle Item on the Reader Service Postcard

The valve is an Excess Flo Valve which divides the existing brake system into two parts (front and rear). As long as the brake system is intact, it operates as one complete system. If a rupture should occur in any part of the front section of the brake system, the valve automatically blocks off that section as the brake pedal is pumped. If the rupture should occur in the rear, that section will be blocked off. This automatically restores pedal and gives braking power on the two remaining wheels. Once it seals, it remains so until released.

The body and pistons of the valve are made of Air-craft Alloy Aluminum Extruded Bar, and a High Carbon Steel Double Ball Bearing is used. It is precision machined within tolerances of .0005, and will withstand 10,000 pounds per square inch hydraulic pressure, giving it a safety factor of 5.

The Saf-T-Brake Valve can be easily installed on any passenger car hydraulic brake system. It has been field tested on thousands of units.

Saf-T-Brake Valve Co., 484 N. Main St., Akron 10, Ohio. (Item 45)



Warning Flags

This compact folding set of three, red triangular flags will be useful for safely changing tires, making repairs, etc.

The flags are in a red carrying case, 1½" in diameter by 19" long. The flags open under spring tension when withdrawn from the case, and will open and display even if simply thrown out.

One flag will always display even if the tripod is upset or rolled. The flags display in all directions when the wind is dead, and three rippling warnings appear when the wind is blowing.

Eye Three Co., P. O. Box 244, Cathedral Station, New York 25, N. Y. (Item 46)

Flashing Safety Light

Model 501 "Tran-Sa-Flash" introduces "Action Flash." This is a new concept in the flashing pattern of battery operated safety lights especially designed for today's high speed roadways. A fully power transistorized circuit alternately lights two incandescent bulbs behind 7" diameter lens creating the impression of a continuous light which bounces back and forth between the two lenses. If one light is damaged, the other continues to operate and the ½" reflector circle molded in the lens reflects car headlights for fail safe operation.

The unit uses 6-volt dry cell NEDA 913 batteries, and the life average is 6 weeks of continuous operation. The case is constructed of rugged weather proof cast aluminum, and it mounts in most standard barricades with a theft-proof bolt.

Milton Electronic Corp., P. O. Box 43, Milton 86, Mass. (Item 47)

Traffic Board

Several additions have been made to existing components of the "Viz-U-Lizer" magnetic traffic board.

The fleet of cars has been increased by the addition of a station wagon, sports car, jeep and fire truck. A tree and farm tractor have also been added and a new mold produces "Yield Right Of Way" signs.

The quality of the equipment used on the board has been improved by switching from plastic to metal cars. The cars now have magnets on a steel strip securely fastened over both the front and rear axles.

The board enables instructors, insurance adjusters, magistrates, safety engineers, etc. to simulate various intersections. The board has a replica of a four lane highway and a blackboard surface for special situations.

Sales Aid Co., 354 Nassau St., Princeton, N.J. (Item 48)

For More Information—Circle Item on the Reader Service Postcard

News Items

Baughman Mfg. Co.

The former International Shoe Company plant in Jerseyville, Ill. has been purchased for the manufacture of bulk feed bodies, self-unloading bulk material transport bodies, ice control equipment, fire-fighting pumpers, etc.

The plant will be modernized and will house fabrication of parts and smaller products assembly. Assembly lines for larger bodies will be maintained in the original Baughman plant.

* * *

Cataphote Corp.

Robert E. Neill, Des Plaines, Ill., has been appointed Midwest District Sales Manager of this manufacturer of reflective traffic control products. His territory covers several mid-western states. Before joining Cataphote, he was associated with Mid-Western Electrical Representatives, and with Unistrut Products Co.

SAFETY PRODUCT LITERATURE

Skid-Proofs Icy Streets, Resurfaces Pavements

Hydraulic and mechanically controlled spreaders for ice control and resurfacing work capable of laying granular materials in narrow strip or full traffic lane width, at speeds up to 30 miles per hour, described in literature offered by Swenson Spreader and Mfg. Co., Lindenwood, Ill.

For more details circle No. 81 on enclosed return postal card.

Traffic Signal Control

Traffic signal control that adjusts to moment-to-moment needs of traffic rather than following a pre-set pattern of phase rotation and timing is the subject of Bulletin C-132, which describes the 1826N, applicable to a wide range of intersection types and signal problems. Eastern Industries, Inc., Automatic Signal Div., Norwalk, Conn.

For more details circle No. 82 on enclosed return postal card.

Sweep Snow Away

Loose snow up to six inches in depth is swept clean from parking lots, streets, runways, playgrounds and skating rinks by these tractor-sweeper combinations. Descriptive literature gives full details on three types and two sizes. M-B Corp., New Holstein, Wis.

For more details circle No. 83 on enclosed return postal card.

Self-Winding Parking Meters

These meters accept tokens and coins of four denominations. They permit hundreds of practical time and rate combinations for off-street and curb parking facilities. Tough and rugged, they resist vandalism and are simple to maintain. Literature gives full details. Duncan Parking Meter, 835 N. Wood St., Chicago 22, Ill.

For more details circle No. 84 on enclosed return postal card.

Specialized Maintenance Equipment

For illustrated bulletins, action photos and performance data on an ultra-clean sweeping vacuumized street sweeper, traffic line erasers, concrete routers and small power sweepers, write G. H. Tennant Co., 751K N. Lilac Drive, Minneapolis 22, Minn.

For more details circle No. 85 on enclosed return postal card.

Traffic Markers

These flexible, rubber compound traffic markers help maintain even vehicle flow. If struck, they sound a warning, but do not damage vehicles. Use of Federal yellow molded into the top 5" of these 12" markers assures excellent visibility. Literature gives full details. Pylacon, Inc., 48 N. Westwood Ave., Toledo, Ohio.

For more details circle No. 86 on enclosed return postal card.

Parking Meter Collection System

A fast, safe, easy method of collecting coins from parking meters, adaptable for use with "Mark-Time" meters, is announced by M. H. Rhodes, Inc., Hartford, Conn. Write for Stereo demonstration with viewer and set of color photos of the 2-second collection system in action; also for the booklet, "Better Parking Means Better Business."

For more details circle No. 87 on enclosed return postal card.

Highway Lighting Standards & Sign Supports

If highways are your business, then you will be particularly interested in descriptive literature that catalogs Monotube lighting and floodlighting poles, sign supports, traffic-signal poles and sign poles, transmission towers and foundation piles. The Union Metal Mfg. Co., Canton 5, Ohio.

For more details circle No. 88 on enclosed return postal card.

Helicopters For Municipal Service

Traffic patrol, crime detection and control, fire prevention are a few of the hundred ways in which municipalities employ helicopters. A matching funds plan now enables cities to purchase a helicopter by making a capital outlay of only half the purchase price. For full facts, write Bell Helicopter Corp., Dept. 14-1, Fort Worth, Texas.

For more details circle No. 89 on enclosed return postal card.

Long-Distance Hazard Warning

Equipped with traffic signal size 8" lens and highly polished parabolic reflector, the 12-volt 680 Visi-flash beams 650 hours of warnings over longer distances, to give drivers on high-speed highways the lead-time needed to slow down for dangerous hazards. Literature gives full details. R. E. Dietz Co., 100 Leavenworth Ave., Syracuse 1, N. Y.

For more details circle No. 90 on enclosed return postal card.

Carries the Human Voice Over One Mile of Land Or Water

High-powered transistorized "Mighty-Mike" is suitable for police work, firefighters, schools and construction crews. It is self-contained and compact, and is rated at 30 watts power, about three times that of other portable amplifiers. Literature gives full details. Bell and Gustus, Inc., 4328 N. Elston Ave., Chicago 41, Ill.

For more details circle No. 91 on enclosed return postal card.

For Better Reflectorized Traffic Signs

Test and specification data, application procedures, and other helpful information on reflective glass-bead products that bring greater safety and economy to traffic, directional and street signs are given in a booklet offered by Flex-O-Lite Mfg. Corp., 8301 Flex-O-Lite Drive, P. O. Box 3066, Afton Branch, St. Louis 23, Mo.

For more details circle No. 92 on enclosed return postal card.

Safer Winter Pavements

A free book on ice and snow removal contains valuable information on the most effective way to keep streets, freeways and tollroads safer in winter. Morton Salt Co., Industrial Division, 110 N. Wacker Drive, Chicago 6, Ill.

For more details circle No. 93 on enclosed return postal card.

Reflective Traffic Markings

White or yellow, Catatherm reflective plastic pavement striping can be hot extruded directly and securely onto any pavement, and is said to outlast paint stripes 9 to 26 times. Literature gives full details. Cataphote Corp., Toledo 10, Ohio.

For more details circle No. 94 on enclosed return postal card.

Highway Signs

Traffic and safety signs of every description—stop, speed limit, parking, directional, barricade, flashers, warnings—are the subject of a new folder released by Eastern Metal of Elmira, Inc., 121 Harrison St., Elmira Heights, N. Y., which makes a complete line of reflectorized aluminum and steel traffic and safety aids.

For more details circle No. 95 on enclosed return postal card.

School Traffic Control

Crouse-Hinds has designed its Type PA-30 school traffic signal system for midblock crossings and to operate during the a.m. and p.m. automatically in response to push buttons. An electronic controller provides simple timing adjustments. Control knobs are easily turned to desired settings. Literature gives full details. Crouse-Hinds Co., Syracuse 1, N. Y.

For more details circle No. 96 on enclosed return postal card.

Fluorescent Paint For Vehicle Safety Marking

A folder on the potential uses and merits of the new Du Pont "Pyralux" fluorescent enamel for safety marking and advertising painting of commercial vehicles is available from Finishes Div., Room 8033-D, E. I. du Pont de Nemours & Co., Wilmington 98, Del. The high visibility material in colors four times brighter in daylight than conventional hues is widely used on aircraft for prevention of air collisions, and is now available for trucks, buses, fleets. "Pyralux" increases in brilliance in poor light when visibility is low.

For more details circle No. 97 on enclosed return postal card.

Police Cars

These are specialized cars, built from scratch for police service. They include the Patroller Special 8, ideal for all-purpose use and recommended for Sheriff's work; the Patroller 6, economical work horse for city patrol works; the Pursuit Special, for use wherever a super police car is needed. Their full story is told in the Police Special book, available from Plymouth Division, Chrysler Corp., P. O. Box 1818, Detroit 31, Mich.

For more details circle No. 98 on enclosed return postal card.

Little Cars

From Page 15

wholesome fun according to Stanley McKee, principal of Lincoln School, Highland Park, Ill. "Play should be spontaneous and creative and not adult-imposed."

Other critics agree there is nothing spontaneous or creative about driving these miniature motor cars. The activity is entirely adult-centered. Parents must put out a sizeable amount of cash for the plaything. Then parents must construct a track or find a private driving area. The only incentive a child has for driving the car is parental approval. And that for how fast he can go and the breathtaking risks he can endure like a little man—of course, without wrecking the car or killing or maiming himself.

A parent who would place his 8-year-old son behind the wheel of an adult-sized automobile on a public roadway would be judged criminally insane by the law and by his friends. Yet the danger to a driver of a miniature powered car is just as great.

A young driver who cracks up a small auto at a speed of 30 m.p.h., like an adult who has an accident at 30 m.p.h., still plunges forward at 30 m.p.h. until something stops him. Even small speeds can be deadly. Last year 18 per cent of fatal adult traffic accidents happened at a speed of under 20 m.p.h. Traffic experts say that a child driving a toy motor car in his own backyard at 5 to 10 m.p.h. could collide with a tree and be killed.

Confronted with such evidence, parents should be convinced that there is no place in the life of a child for one of these dangerous motorized cars.

If parents would envision the possible consequences every time they place their child in a mechanized car, perhaps this dubious sport could be squelched in time to prevent more tragedies.

COMING EVENTS

Nov. 4-5, Columbia, S. C.

1959 South Carolina Accident Prevention Conference. Fred Derrick, Jr., secretary and treasurer, South Carolina Industrial Commission, P.O. Box 539, Columbia, S. C.

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THE "EYES" HAVE IT . . . .

Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.
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It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

Write for our folder. It contains full information.

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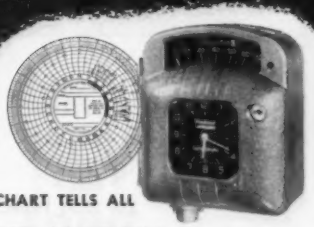

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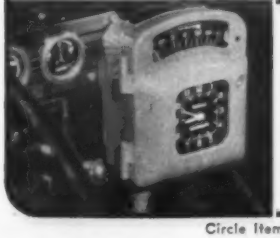
When you equip a truck with a Tachograph you are able to get a complete graphic report on all starts, idling, stops, and speeds encountered on the run. The chart (which costs you about 2¢ each) is taken out of the Tachograph at the end of the day. The data recorded provides you with the information you can use to cut unscheduled stops, plan better routes, lower operating and maintenance costs, and help make drivers more safety conscious. *For details, mail the coupon.* W559-2



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Circle Item No. 14—Reader Service Card

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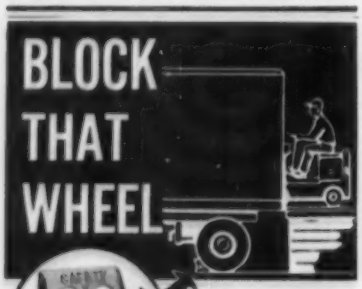

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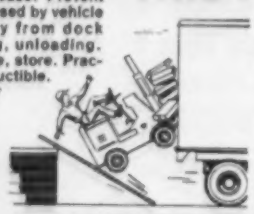

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Enforcement

From Page 25

what we are doing about it. This problem was thrust upon all of us very rapidly, and the end is not in sight. We cannot be complacent with the over-simple generalizations about why and how accidents happen that were also thrust upon us. A longer, more penetrating look is required now.

Especially when addressing myself to the readers of TRAFFIC SAFETY, I feel impelled to say a word about public support. In spite of this overwhelming public problem of our time, in connection with which we are regularly killing about 40,000 people a year and losing billions and billions of dollars in economic well-being, I have never seen us all—as a people—get really organized to do something about it. There have been relatively local, short-time flare-ups of sentiment to do something. But there has been no sustained effort commensurate with the real dimensions and importance of the problem.

The most important reason, in my opinion, for an article like this one, explaining some of the elements of official activity that are required, is that it may lead to better understanding. And let us understand, also, that we cannot do anything in the directions I have been indicating, unless we have broad, sustained, purposeful public support. Without understanding, and support, and cooperation, the police of this country cannot prevent accidents or make you any safer. They can only pick up the pieces.

Skid Conference Proceedings Available

The *Proceedings* of the First International Skid Prevention Conference are now available. This 600-page publication is comprised of two parts and contains a total of 59 papers with discussions.

The *Proceedings* may be obtained for $10.00 per copy from the Virginia Council of Highway Investigation and Research, Box 3817, University Station, Charlottesville, Virginia.

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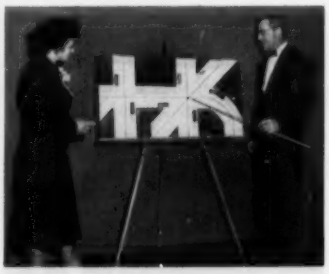

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Advertised Products

—are included for your benefit to help you solve accident problems. To get full information on a product in which you are especially interested, circle the corresponding page number on the Reader Service Postcard.

New Safety Equipment

—shown in the special section, has been carefully reviewed. Only new products or newsworthy improvements in existing equipment are considered eligible for inclusion in this listing.

Safety Product Literature

—are catalogs, brochures, spec sheets and booklets describing equipment and services to help you solve your traffic safety problems. You can build a valuable reference file with these free publications.

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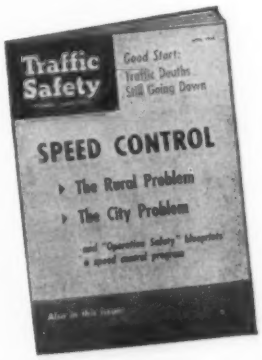

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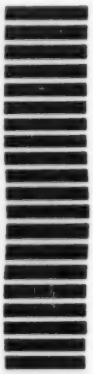

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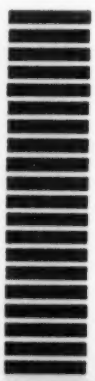

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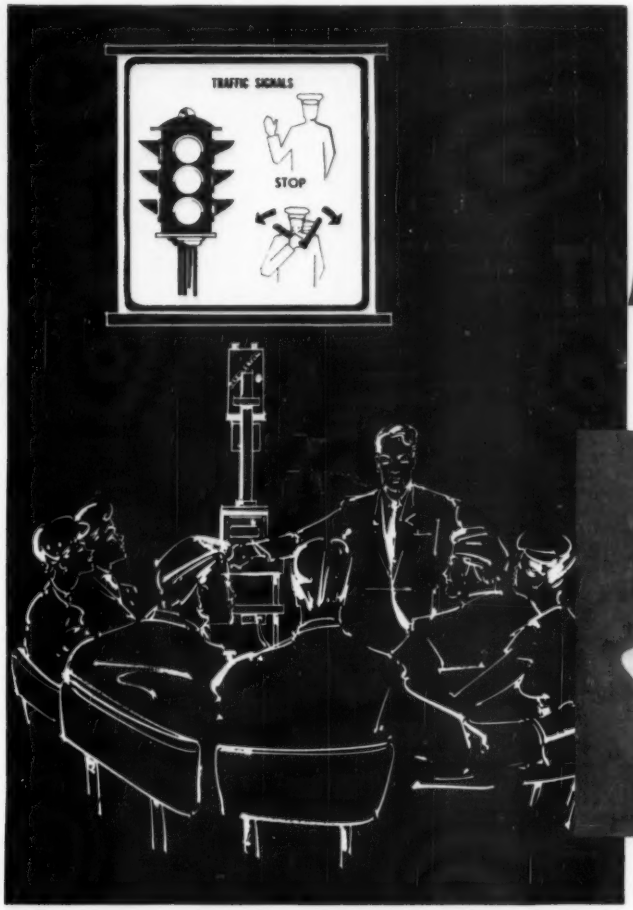

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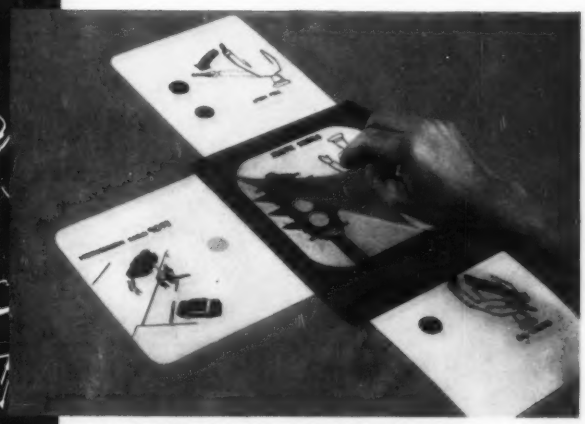

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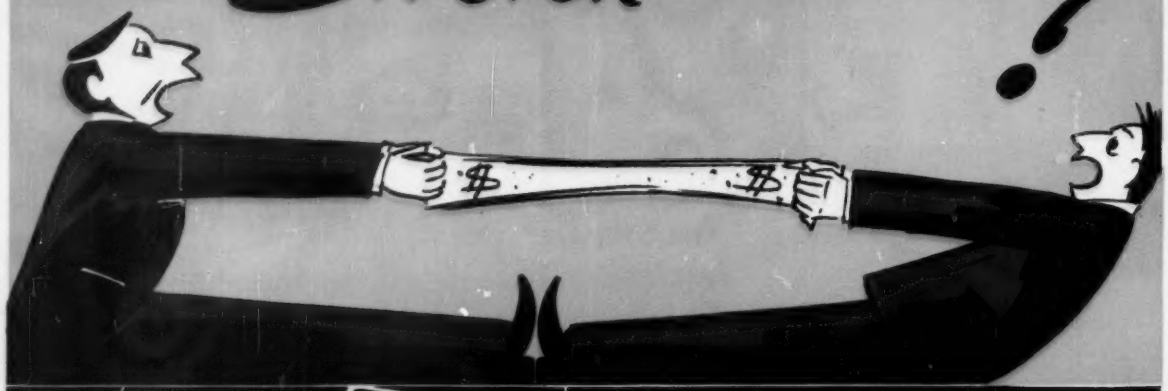

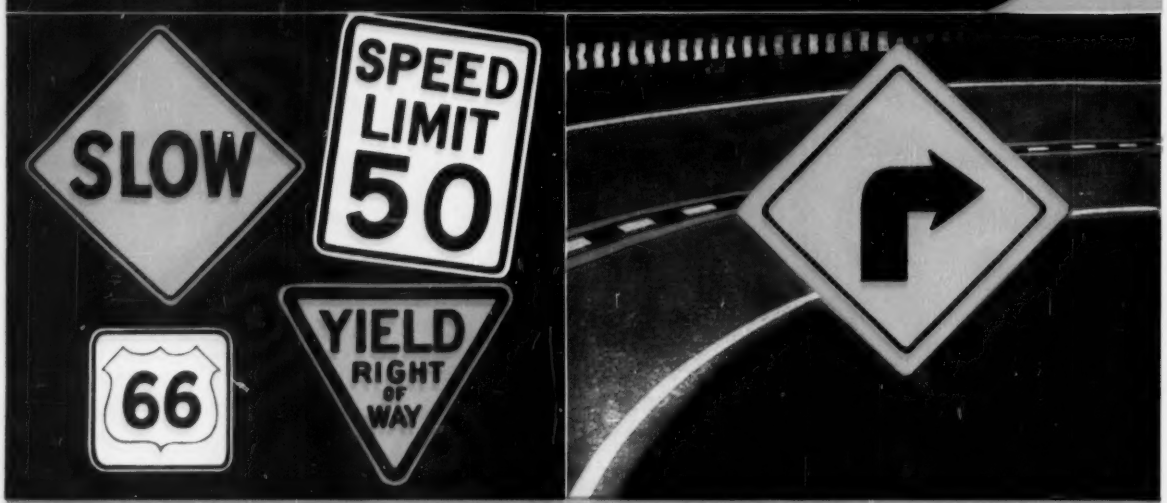

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